

# Hawaiian Gazette.

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HONOLULU, H. I.: FRIDAY, OCTOBER 27, 1899—SEMI-WEEKLY.

WHOLE NO. 2119.

## Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

W. N. ARMSTRONG, EDITOR.

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tion made to order

## COLUMBIA WINS

Defeats the Shamrock First by  
Ten Minutes.

LOSES TOPMAST IN NEXT RACE

Result of the Eighth Attempt Never  
in Doubt After the First Quar-  
ter of an Hour.

NEW YORK, Oct. 16.—The crews of both yachts had breakfast early, and when they "turned to" soon after 8 o'clock, it was with a will, for, in spite of the rather hazy weather, there was a good breeze from the eastward, which promised to increase and give the yachts a good race at last. Jibs and staysails were sent up in stops on the stays, racing hatches put on, boats lashed and everything made snug before 9 o'clock. At 9:15 the Columbia cast off from her moorings and was taken in tow by a tug. The Shamrock started in tow a few minutes later. Covers were on the mainsails and club topsails to keep them dry until the last moment, as there was just enough fine rain to dampen them. At 10 o'clock both yachts had reached the east end of Gedney's channel, and at 10:10 the Columbia's crew began hoisting the mainsail. It was set in five minutes. The Shamrock's mainsail began to go up at the same time, but it was fully fifteen minutes before the sail was set. At 10:25 both yachts cast off their tow lines, broke out their jibs and mastheaded their No. 2 club topsails. The Columbia also sent up her baby jib topsail on the stay. At the same time the committee boat Walter Luckenbach anchored due south of the Sandy Hook lightship and sent up the course signal. It was east, making it a beat dead to windward of fifteen miles and a run back to the windward from this same quarter.

The regatta committee meant business this morning, for a few minutes later they started a tug to tow the course, and at 10:45 the preparatory signal was made. Both yachts, then began maneuvering for position, and at 10:55, when the warning signal was given, they were playing for a weather berth to the northward of the line, the Shamrock breaking out her stay-sail at this time.

JOCKEYING FOR THE START.

When two minutes were left before the starting signal both yachts were heading a couple of lengths apart, the Columbia to windward. At one minute the Shamrock began to keep off for the committee boat, which was lying at the south end of the line. Captain Hogarth's intention apparently being to prevent the Columbia, then a length or so astern, from getting the weather berth. When the starting gun was fired the Shamrock had run parallel with the line nearly to the center. She still held her course until nearly over the lightship before she began to luff to cross the line. Captain Barr, on the Columbia, held his yacht well in hand, being at this time a good length astern, with sheets flat aft. He began to luff the moment Hogarth did, and shooting the Columbia across the Shamrock's wake he sent her across the line more than fifty yards to windward of the challenger and with such a good overlap on her that, according to the official time, she was only three seconds astern.

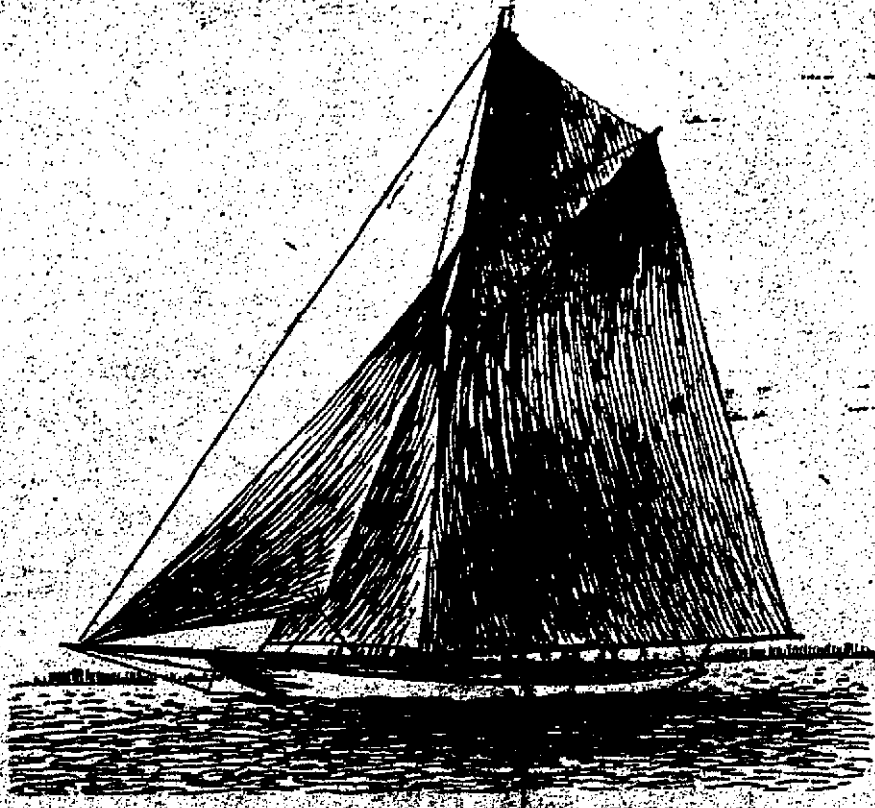
The official time of the start was:  
SHAMROCK, 11:01:03.  
COLUMBIA, 11:01:06.

Both yachts now were close hauled on the starboard tack and were carrying exactly the same sail—mainsail, club topsail, jib, foresail and baby jib topsail. As soon as sheets were trimmed all hands, except the men stationed at the head sheets, jumped for the weather side and huddled close down to the starboard rail, while the skippers watched each other like hawks.

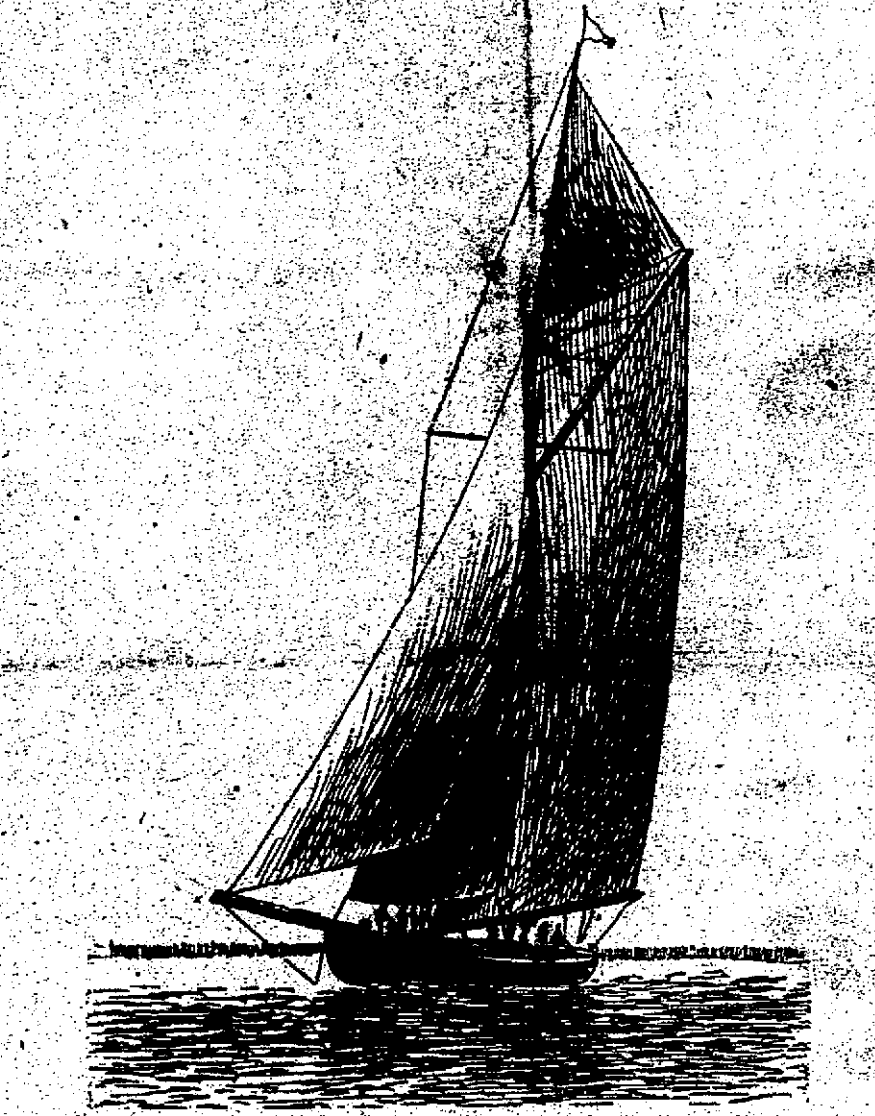
There were not many yachts or excursion steamers out in time to see the start. Those on board the small fleet had a splendid view of the start. The first ten minutes were anxious ones for the friends of both yachts. After that time it was all over but the shouting. In five minutes the Columbia had widened the distance to windward between herself and the Shamrock fully a length. She heeled more than the latter boat, but her sails were all full and she was pointing higher from the moment she started.

BARR SHOWS HIS SKILL.

Capt. Hogarth, thinking that his boat would be able to outfoot the Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly, and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing out on ground every minute. When Shamrock tacked to port at 11:15 the Columbia thirty seconds later it was seen that Barr had so placed his boat on the weather bow of the Shamrock as to spill the back of the Shamrock's sail. Hogarth was forced to keep broad off about thirty seconds to get out from under the Columbia's lee. By 11:20 the Bristol boat was quite an eighth of a mile to windward and outfooting and out-pointing her rival all the time.



THE VICTORIOUS COLUMBIA.



THE UNLUCKY SHAMROCK.

Captain Hogarth, finding that the Shamrock would not point as high as Columbia, flattened down his sheets as hard as he dared and had to be contented with giving her a good full and letting her go at that. The Shamrock went about to starboard at 11:33:30 and Columbia five seconds later. At 11:45:30, when the Shamrock again tacked to port, the Columbia was fully a quarter of a mile to windward of her. The latter tacked five seconds later. Captain Hogarth was getting desperate now, and he resorted to his short-tacking tactics in the hope that his boat would forego sufficiently to make a material gain to windward. At the conclusion of the marine duel Hogarth found himself further to leeward than ever, Columbia having been if anything quicker in stays and a better fore-reacher.

COLUMBIA WIDENS THE BREACH.

At 12:50:15 o'clock, when the Shamrock settled down again to business on the port tack, and the Columbia, after standing on two minutes longer, came about to the same tack, it was found that the Bristol boat was half a mile dead to windward of her rival. In three more tacks the Columbia still increased her windward lead. The Shamrock people at 12:55 o'clock took in her baby jib topsail, hoping that she might point better, but it was in vain, for in ten minutes they set the sail again. It was taken in twenty minutes later for a few minutes. Each yacht made twelve tacks in the windward work, and in all these the Shamrock took the initiative. Captain Barr waited for Hogarth to tack, and with but one or two exceptions he put the Columbia about within thirty seconds of the other boat.

The last half-dozen tacks made were longer than the others. The outer mark, which had been obscured by fog, was visible to the yachts soon after 1:20. The wind became lighter as they approached it, but it increased a little in force as Columbia made her last tack. She looked very handsome as she approached the mark on the port before she had fairly made the turn, and she squared away on her home-ward course. The main boom swung far off to starboard, and in exactly eighty-five seconds the spinnaker was set. The Shamrock's men beat the Yankee five seconds in this work. The official time at the turn was:

COLUMBIA, 1:48:19.  
SHAMROCK, 1:58:06.

This shows that the Columbia was 9m. 49s. ahead. The elapsed time of

the Columbia for the fifteen miles was 2h. 47m. 13s.; of the Shamrock 2h. 57m. 5s., showing Columbia's gain from the actual start had been 9m. 57 s. This was a great victory for the Columbia, for both yachts had covered the distance in a steady breeze and at no time were they far enough apart to benefit by any puffs of wind.

Columbia's balloon jib topsail was set immediately after the spinnaker and the head sails hauled down. She began her 15-mile run to the finish at about eight knots an hour. The Shamrock's balloon jib topsail was set seven minutes after rounding the outer mark, and for a time it seemed as though she was overhauling the Columbia. At the time that appeared to be a reasonable conclusion, because she, being the stern boat, was in position to take advantage of any squalls that might come along. It soon became evident, however, that her gain was only apparent and that the Columbia was not only holding her own but, as the figures showed later, she was really gaining.

The finish line, marked by the committee boat and the Sandy Hook light, was not visible until the yachts were within a couple of miles of it. Then there was a rush of steamers to reach the goal ahead of the yachts. It could not be called an exciting finish, nor was it a tame one altogether. So few boats were present to witness it and the weather was so depressing that as a spectacle the finish might be called a poor one from a picturesque standpoint. Both in time and distance the yachts were so far apart that it was a rather poor finish from a sportsman's view.

When the Columbia, her great yellow mainsail abroad off to starboard, swept across the finish line the Shamrock was scarcely visible astern, only the outlines of her sails being seen. Ten minutes and eleven seconds in time elapsed between the finishing of Columbia and Shamrock, which means in distance about a mile and a half. The official time was:

COLUMBIA, 3:54:59.  
SHAMROCK, 4:05:10.

Elapsed time:  
COLUMBIA, 4:53:52.  
SHAMROCK, 5:04:07.

Corrected time:  
COLUMBIA, 4:53:53.  
SHAMROCK, 5:04:01.

Thus the Columbia was by 10m. 14s. ahead time and 10m. 8s. corrected time. The elapsed time of the Columbia

(Continued on Page Six.)

## HILLO TO KOHALA

This New Railroad is to be  
Operated by Electricity.

WITH NEW LINE OF STEAMSHIPS

The Estimated Total Trackage of  
the Road is to be One Hund-  
red and Thirty Miles.

The fact that electricity is to be the motive power of the new Hilo-Kohala railway will come in the nature of a surprise to island people, but such appears to be the case if there is any truth in the following from the Chicago Times-Herald:

"Through the efforts of a Chicagoan, Herbert B. Gehr, a company has been formed which proposes to build the first railroad on the island of Hawaii. The eight islands forming the Hawaiian group, only the Isle of Oahu has any railway line, the road in this instance consisting of but sixty miles of track running from Honolulu. The charter for the Kohala & Hilo Railway Company, as the new corporation is known, was obtained from President Dole by Mr. Gehr on June 26. The capital stock of \$3,000,000 already has been subscribed, the greater amount being taken in New York and Boston. On October 24 Mr. Gehr will return to Hawaii with an engineer for final consultation with Engineer Bishop, who is now surveying the route.

"The projected railway is to run from Hilo, the principal port on the eastern coast of Hawaii, to the city of Kohala. The line will have a total trackage of 120 miles, and it will be run by electricity. The road will pass through the foothills marking the approaches to Mauna Loa, the volcano whose recent eruption attracted much attention. The country to be traversed presents some serious difficulties in engineering. Orders for material will be let within a few weeks, it is stated, and construction will begin shortly.

"The operation of the new road, its projectors say, will affect the commerce of the entire group of islands. A line of express boats may operate from Hilo direct to San Francisco. Water rights have been conferred upon the corporation by the charter, which may result in special steamship services from various coast points to Honolulu on the island of Oahu.

"Among the incorporators of the company the following names are given: Jaudon Browne, Philadelphia; Herbert B. Gehr, Chicago; Francis M. Swann and Thomas Rain Walker, Honolulu; Gardner K. Wilder, Judge of the Circuit Court at Hilo; and W. C. Wilder, Honolulu, President of the Hawaiian Senate.

"The managing directors, Theodore H. Davies & Co., a Honolulu corporation controlling more than a half-dozen sugar and coffee plantations, are directing the company's interests in the islands. The American counsel of the company is said to be Louis Edwin Bonlesier of New York, a law partner of Attorney Dill, who helped organize the Federal Steel Company.

"As one of the incorporators of the Honolulu Coffee Company, a local corporation with interests in Hawaii, Mr. Gehr has been attending to a purchase of coffee lands to the north of Hilo. The building of a railroad on the eastern coast of the island had been declared not feasible, owing to the bluffs and gulches marking the coast line. Mr. Gehr saw that these difficulties might be partially overcome by constructing the road inland five miles. Near Punaluu, on the southern side of the island, spurs of track had been laid. These spurs were held by individual plantation owners, and market products were shunted in small cars over the rails."

Transports Coming.

Six troopships were booked to sail from San Francisco on last Monday or Tuesday. They are the Tartar, Manuense, Olympia, City of Peking, Pennsylvania and Newport. These steamships are thought to be all on the way here. Preparing to follow them are the Ben Mohr, Hancock, Victoria, Scandia and Justin and in addition to them many that are returning from Manila. The Senator, Wyandott, City of Sydney, Ohio, Indiana, City of Puebla, Garonne and St. Paul are all on the way to San Francisco from Manila and all are expected to start on another westward voyage during No-

vember. This makes a total of twenty-two army transports that will probably sail here within about month.

The navy vessels to go to Manila are small gunboats, which will be used to patrol the coasts of Luzon and put a stop to importations of supplies. The Navy Department has concluded that the big battleships and cruisers are too large and expensive for such work. The gunboats Nashville, Marietta, Machias, Bancroft, Ranger and several new ones will be en route to Manila in the very near future, to aid in blockading Luzon. In addition the cruiser Brooklyn sailed from Hampton Roads by way of Suez, and the New Orleans will probably follow the Newark.

Hawaii's Future.

What is probably the largest shipment of manufactured goods ever sent to Hawaii recently started for Honolulu by the W. F. Babcock. In bridge material there were \$25,700; machinery, \$11,000; steel rails, \$5,000; and contractors' supplies, some \$3,000 worth. Many shipments of manufactured goods, were noticed on the manifest of the vessel. According to a report of the British Foreign Office, the trade of the Hawaiian Islands, since they became a possession of the United States, has increased materially, and its growth will be maintained for many years to come.—Exchange.

DOUBLE DECK TURRETS.

Naval Officers Awaiting Coming Trials With Great Interest.

Naval officers are awaiting with much interest the coming trial of the double-deck turrets of the Kentucky and Kearsarge. The turning of the turrets will be tested on board the Kearsarge within a few weeks, and the results will be applicable, of course, to the Kentucky, which is the sister ship of the Kearsarge. There is a difference of opinion in regard to the value of the 2-storied turrets. Some of the officers believe they will prove ineffective and will lose value by the concentration of fire, which is supposed to be their best quality.

Among those who oppose the scheme is the commanding officer of the Kearsarge, Captain W. M. Folger, who preceded Admiral Sampson as naval chief of ordnance. It was under the latter's administration that the idea was adopted, being the design of a junior officer attached to the bureau. Folger believes the turrets are not capable of being operated with promptness, and that more effective work could be done by guns distributed about the ship. One shot would be sufficient to put four guns out of use entirely.

These are matters which will be settled during the coming tests, and upon the results will depend whether the upper turret shall be removed. It has been arranged that the upper turret can be lifted off, provided it shall appear to be unsatisfactory. Captain Folger has made some important recommendations in regard to the Kearsarge, and it will require a good deal of time to carry out all of his ideas if adopted.

IS THIS THE COLUMBIA?

Four Monkeys Thrown Overboard by Superstitious Sailors.

Captain Spicer, who was in command of the ship Gloucester, tells in his official log of a queer experience. The log entry of the voyage from the Philippines to Philadelphia with a sugar cargo runs as follows: "August 14, in mid-ocean, lowering weather, passed a battered derelict wreck. Wreck gave chase; impossible to outstrip. Sailors morose and feared to look behind, many becoming almost insane. August 21: Wreck disappeared. Weather has lifted. Sailors knelt down and thanked God for their deliverance. The crew affirmed that they had merited the visitation for having thrown overboard four monkeys which had been given them by the natives of Hilo."

Is it possible that the City of Columbia has again been sighted and is in some vague manner responsible for this?

FIVE NEW GENERALS.

Retirement of Shafter Leads to the Promotion of Leads.

WASHINGTON, Oct. 17.—The President has ordered the promotion to grade of brigadier general in the regular army of the following: Colonel A. C. M. Pennington, Second Artillery; Colonel Royal T. Frank, First Artillery; Colonel Louis H. Carpenter, Fifth Cavalry; Colonel Samuel Oranville, Twenty-third Infantry; Colonel Daniel W. Burke, Seventeenth Infantry. These officers are to be placed on the retired list at intervals of one day each.

The War Department was able to make these changes owing to the retirement of General Shafter from the regular army. After they shall all have been appointed and retired in order one vacancy will be left in the grade of brigadier general in the regular army, and it is the common impression that this place will be given to either General Lawton or General McArthur.

B. F. Saylor, the California billiardist, is in town on a visit to his brother Harry. Mr. Saylor notes many improvements in Honolulu since his last visit about six years ago, and may decide to locate here permanently.



## BOARD OF HEALTH

Three Weeks Business Finished Up Yesterday.

### NUMEROUS REPORTS CONSIDERED

Open in the Custom House Examined Preparatory to Being Advertised for Sale Abroad.

(From Thursday's Daily.)

The Board of Health met yesterday afternoon, there being present Attorney General Cooper, Dr. Emerson, W. C. Winston and D. Kellipio.

After the reading of the minutes of two previous meetings the president reported that Mr. Charlock, representing the Board of Health, together with an official of the custom-house, had examined the option in the vaults and found the statement of its quantity and condition to be correct.

President Cooper reported that the following trustees had been appointed for the Malulani Hospital, viz. L. M. Baldwin, Dr. Weddick and Sister Bonaventura, and on motion the Board approved the same.

The proposition to apply the tuberculin test to beef cattle was not approved by the Board, the examination made after death being thought sufficient.

The Fishmarket inspector reported the examination of 47,880 for the week ending October 3, 56,843 for the week ending October 15, and 55,518 for week ending October 22.

The reports made under the Act to Mitigate were next taken up and it was voted they were unsatisfactory. Hereafter the Board will require a list of those who absent themselves from examination. The matter of new rules under this act was referred to Attorney General Cooper.

The regular reports of the Malulani, Hilo and Koloa hospitals were read and filed.

The report of the Kapiolani Maternity Home was approved and the monthly subsidy ordered paid.

The application of Dr. H. E. Winslow for a license to practice medicine was reported on favorably by the Board of Examiners and it was voted that the usual recommendation be made to the Minister of the Interior.

The quarterly report of the Insane Asylum was next read, and the secretary was instructed to make certain inquiries regarding a number of patients returned as discharged.

The matter of fumigation of freight on the wharf was brought up and it was voted that the matter be left to the discretion of Dr. Day.

The request of the American Sugar Company for permission for their engineer to enter the Leper Settlement and prospect for water was denied.

It was voted that Dr. T. MacMillan be appointed Government physician at Waianae.

Dr. A. McWayne of North Kona applied for three months' leave of absence on account of poor health; granted, with the understanding that Dr. H. A. Lindley will attend to his duties in the meantime.

Charles Vincent of Hilo was appointed agent for the Board of Health.

President Cooper read a communication from Theo. H. Davies & Co. on the subject of salicylic acid in cataplasms, but the Board decided that the matters touched upon had already been passed on.

One hundred and one applications for permits to keep hogs within the 4-mile limit established by the Board, together with the reports of the inspectors, were referred to Executive Officer Reynolds for further report. At 5 o'clock the Board adjourned.

### Sugar Corporation Notes.

The stock books of the Honokaa Sugar Company will be closed to transfers from October 26 to 31, inclusive.

The stock books of the Waianae Sugar Company will be closed to transfers from October 27th to the 31st, inclusive.

The stock books of the Ewa Plantation Company will be closed to transfers from October 27th to the 31st, inclusive.

The annual meeting of the shareholders of the Pacific Mill Company will be held at the office of F. A. Schaefer & Co. today at 10 o'clock a. m.

There will be a special meeting of the stockholders of the Waiakula Agricultural Company, Ltd., on Friday, October 27, at 10 o'clock a. m. Important business will be discussed.

The annual meeting of the stockholders of the Kahuku Plantation Company will be held at the rooms of the Chamber of Commerce on Saturday, October 28, at 10 o'clock a. m.

### A Rich Lot of Costumes.

An appraisement of \$43,000 was made by the custom-house officials on the 2,700 costumes of the Boston Lyric Opera Company yesterday morning. This is quite a tidy sum and at the same time an assurance that brilliant costumes will be in order during the engagement.

### RUMORS OF A COMBINE.

CHICAGO, Oct. 16.—Surface indications are that a consolidation between the Pullman and Wagner Palace Car Companies will soon be effected, if it has not already been arranged. Pullman had a still further advance today, selling up to 200 and closing at 20 1/4. It is said that a large part of the buying is by people who are interested in Vanderbilt stocks, and that the holders of Wagner securities have taken on considerable amounts. One

story today was that the Vanderbilts had bought control in the Pullman company and would put the two concerns together.

### TOOK HIS OWN MEDICINE.

Dr. Dick, a medical man at Eastbourne, drank a female patient's medicine with a view to convincing her that it was rightly prepared, and died instantly.

### PRESIDENT ANDRADE BEATEN.

PARIS, Oct. 16.—A dispatch from Caracas, Venezuela, says that President Andrade is preparing to leave the country and that the insurgent leader, General Cipriano Castro, is master of the situation.

### JEFFRIES-SHARKEY.

NEW YORK, Oct. 17.—At a meeting today of the managers of Jim Jeffries and Tom Sharkey it was agreed to postpone the fight for one week from the date originally set. It will take place on Friday, November 3.

## IN SOUTH AFRICA

No Battle Has Occurred As far as Known.

Mafeking Holding Out Against the Boers But Will Fall if Not Relieved Soon.

LONDON, Oct. 18.—Dispatches from South Africa tell of fighting along the railway both north and south of Mafeking, but so far as known, nothing worthy, the name of battle has yet occurred. Apparently operations have been confined to skirmishes along the railroad in which losses on neither side have been serious. Reports are of a meager and contradictory character, but it seems that the Boers have not fared well in their conflicts with the British troops, and strangely enough the marksmanship of the burghers has been poor, if reports are to be believed. Early dispatches from Cape Town yesterday (Tuesday) said that the Boers had attacked Mafeking and been repulsed with a loss of 300 killed, but later news reduces the alleged heavy fighting at Mafeking to small proportions. The earlier sensational story originated in the skirmishes between the armored train and small detachments of Boers. Although since then much may have happened to the little garrison, it is difficult to understand how refugees arriving at Lorenzo Marques should have come into possession of news of serious Boer losses at Mafeking. At the same time it must be remembered that much news from the Transvaal is likely to come by way of Delagoa bay, as most other channels are strictly censored.

At latest advices the gallant little force of Baden-Powell at Mafeking is still holding out, but unless relief is sent soon the Boers are almost certain to take the place, as they have strong forces both north and south of the town, and last night's dispatches said they were bringing up their artillery preparatory to a general attack.

On the Natal side little has been done. The Boers are slowly advancing their forces with a view to cutting off the garrisons at Glencoe and Dundee.

Dr. Leyds, the Plenipotentiary of the South African Republic to European Governments, is said to be going to Berlin shortly to confer with political personages.

Advices from Durban announce that the Consul of the Netherlands there has issued a warning to all subjects. The Netherlands is to remain neutral. The Post's Ladysmith correspondent telegraphs that the Basutos have risen against the Free State.

LONDON, Oct. 18.—A special dispatch from Pretoria states that a white flag has been hoisted at Mafeking. The correspondent does not know whether or not the town intends to surrender. Following is the special dispatch from Pretoria in full, dated at noon yesterday:

"After a few shots were fired at Mafeking the white flag was hoisted. A Boer party bearing a flag of truce was sent to inquire whether the town surrendered. No definite reply was received. The Boer messenger was detained for six hours and then released."

PRETORIA, Oct. 18.—General Cronje, after warning the women and children to leave Mafeking, opened fire upon the town with cannon Monday afternoon. No response was made.

The report current at Delagoa bay that 6000 Boers have been repulsed at Newcastle is false.

The Boers continue to close in upon Mafeking and to destroy the railroad north and south of the town.

### Children's Worst Foe.

Children show symptoms of disease quicker than grown people, and are accordingly easy to treat for all troubles. The worst foes of children are worms, but their presence can be readily detected and speedily removed. When a child becomes restless in sleep, picks at its nose, grinds its teeth, has an irregular appetite, is nervously irritable, and has bad breath, it is a victim of worms' work. There is just one way to treat worms—that is to kill them. Kickapoo Indian Worm Killer is the one medicine that will kill them. Don't waste time on any other treatment, and don't waste money on any other medicine, for Kickapoo Indian Worm Killer is the safest, surest, promptest and most permanent relief from worms. Hobson Drug Co., agents for Kickapoo Indian Remedies.

The third and probably the final race between the Columbia and Shamrock was to come off on Thursday, October 19, according to the latest arrangements.

## PARLIAMENT SITS

British Legislature Now United

On Vigorous Prosecution of the War Against the Boer-Needed Supplies Will be Voted.

LONDON, October 17.—Parliament opened today in extraordinary session to consider the South African situation.

LONDON, October 18.—In the House of Commons today the First Lord of the Treasury and Government leader Arthur J. Balfour, brought in the following message from the Queen:

"The state of affairs in Africa having constituted, in the opinion of her Majesty, a case of emergency within the meaning of the act of Parliament, her Majesty deems it proper to provide additional means for military service. She has, therefore, thought it right to communicate to the House that her Majesty is, by proclamation, about to order the embodiment of the militia and to call out the militia reserve force, or such part thereof as her Majesty may think necessary for permanent service."

The calling out of the militia and the military reserves has occasioned widespread wonderment. Other stories of preparations against continental combinations are revived. It is freely rumored that the Government is determined to demonstrate to Europe that the British army is not a negligible quantity.

The Speaker read the Queen's speech, shortly after which Sir Alexander Fuller Acland Hood, Conservative member for West Somerset, rose to move the address in reply. Dwelling upon the horrors of war he declared that war should not be undertaken except from absolute necessity, but that in this case, all peaceable means having failed, war had become necessary "to establish equal rights for the white race in South Africa and to remove the grievances of the Outlanders."

Clement Roys, Conservative member for Rochdale, seconded the address.

Sir Henry Campbell-Bannerman, Liberal leader in the House of Commons, who followed Mr. Roys, said Parliament had been summoned to give its approval to the early steps of war. Never had the House met in circumstances more serious or amid conditions engaging to a greater degree the profound interest of the British people. The demands made by the Government of the South African Republic were such as to make it impossible for the Government or any self-respecting country ever to take them into consideration.

"Actual hostilities have commenced," said Sir Henry, "and an active aggression has been committed which it is the plain duty of our Ministers, of Parliament and of the people to resist. There will be no disposition on the part of this House to place any obstacle in the way of granting such supplies and such powers to the crown as may be necessary to secure the rapid and effective prosecution of a war commenced to vindicate our rights. The campaign should be vigorously and promptly prosecuted and nothing necessary for that purpose should be refused by the House of Commons."

### OFFERS TO SELL OUT.

MANILA, Oct. 18, 8:55 a. m.—General Otis has received messages purporting to come from the insurgent General Pio del Pilar, offering to sell out and deliver his army into the hands of the Americans. Although he is not satisfied that this offer is authentic, it is not intrinsically improbable. The policy of General Otis is firmly set against buying any surrenders.

Pilar offers for the sum of \$50,000 to refrain from attacking Manila with his army; for the sum of \$250,000 he offers to surrender his army after a sham battle, both sides firing into the air, and for the sum of \$500,000 he says he will procure the overthrow of the insurrection and the capture of Aguinaldo, Paterno and the other leaders. In the course of the communication he refers to Aguinaldo in contemptuous terms, indicating that strained relations exist between them.

### FRENCH OFFICERS MASSACRED.

PARIS, Oct. 18.—The Minister of the Colonies, M. Decraele, has received an official dispatch announcing that Captain Voulet and Captain Chanoine, of the outlawed French expedition in the Sudan, whose members recently massacred most of the members of the expedition under Lieutenant Colonel Klobb, sent to arrest those officers on charges of cruelty and insubordination, have been shot by their own men. A commemorative service was held today in honor of Lieutenant Colonel Klobb at the Church of St. Clotilde. President Loubet and all the members of the Cabinet were represented. Madame Loubet was present.

### FORTIFYING LAING'S NEK.

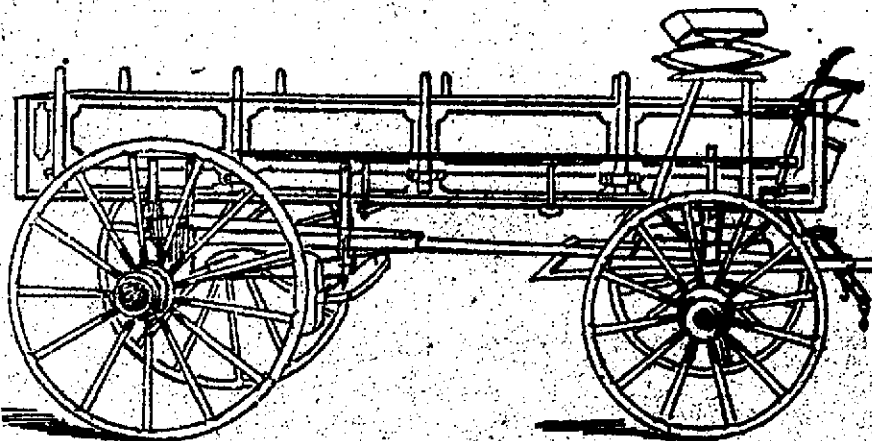
DURBAN (Natal), Oct. 18.—General Joubert is believed to be at Laing's Nek, which he is fortifying.

### MANY THANKS.

"I wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine," says W. W. Maassig, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

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FROM ALL PARTS OF THE WORLD. Clarke's Blood Mixture is sold in bottles 25c each, and in cases containing six times the quantity, 15c—sufficient to effect a permanent cure in the great majority of long-standing cases. ALL CHEMISTS AND PATENT MEDICINE VENDORSSOLD. Sole Importers for the Hawaiian Islands, The Liverpool and Midland Counties Dyeing Company, Limited, England. Trade Mark—"Blood Mixture."

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CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Watch for the signature of the Proprietors, and be warned of any imitations or substitutions. The words "Liverpool and Midland Counties Dyeing Company, Limited, England" are engraved on the Government Stamp, and "Clarke's Blood Mixture" is blown in the bottle WITHOUT WHICH NONE ARE GENUINE.

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The Standard Oil Co.  
The George F. Blake Steam Pump & Works Co., Centerville.  
The New England Mutual Life Insurance Co., of Boston.  
The Aetna Fire Insurance Co., of Hartford, Conn.  
The Alliance Assurance Co., of Boston.







## HAWAIIAN GAZETTE.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

W. N. ARMSTRONG, EDITOR.

FRIDAY.....OCTOBER 27, 1899

## FACE THE DIFFICULTY.

The crowded condition of the harbor recalls to the old kamaainas the days when the whale ships to the number on several occasions of 150 laid so near to each other that one could walk across the harbor by stepping from one vessel to another. Sailors to the number of 3000 at times filled the streets and temporary brothels were erected on the stretches of vacant land from the rear of the ex-Queen's residence to the foot of Punchbowl, and a large number of native houses, if not the majority of them were given up to infamy. The saloons were many and Honolulu was one of the vilest seaports of the world. With the gradual withdrawal of the whaling fleet the conditions improved in a measure. But commerce had left its trail in poison and death over the native race.

Expansion is now to repeat the unsavory, demoralizing conditions which prevailed during the visits of the whaling fleet. Only a study of the seaports of the world will enable one to realize the undue and disproportionate growth of the social evils, which commerce creates in them. There will be in the future a steady increase of demoralizing conditions, and the laws cannot prevent it here, as they cannot, and do not prevent it elsewhere. Honolulu is a Federal port, and its Government will sooner or later pass into the hands of men who will not be governed by any "missionary" traditions. Commerce will dominate. The army and the navy will soon bring to us more residents than the entire Anglo-Saxon adult population of the place. The enlisted men will not be of a class that will take interest in the moral progress of the place. They will create an active market for vicious pleasures. These conditions cannot be changed, but must be accepted.

It would be a great benefit to the moral condition of the city if Pearl Harbor should become the seaport instead of Honolulu. It would draw to that place the degrading associations which go into commerce and with garismas. It would leave the town itself in a measure free from the vices which trade brings in its left hand.

But, at present, this is impracticable. The wisdom of the hour is to put vice where it will outwardly be the least offensive.

Here at once arise the moralists who declare that the regulation of vice of any kind is an admission of its right to exist. But the world is gradually coming to the conclusion that abstract right is a poor weapon, but an excellent maxim. John Morley in one of his thoughtful essays says, the British nation declares for the right, but suspends the right if it interferes with reaching a definite and temporary good.

Compromise is the condition of success in worldly affairs. Government is itself a compromise. Abstract justice is not common. It is the ideal, towards which all things slowly move. Those who are sensitive about compromising with evil will recall the fact that the Lord "compromised" with Solomon, and permitted him to have seven hundred wives and three hundred concubines. Nowhere does He order Solomon to reduce the number. It is to be presumed that the "principle" of polygamy was a bad one, but the Lord did not order it to be discontinued, but merely pointed out to the wise man that his wives were leading him after false gods. The suggestion was that he should regulate them.

Judicious compromise should bring us nearer by each step towards abstract right, and such is the history of evolution for good.

## THE AMERICANS AND THE BOERS.

As war actually exists between the British and the Boers, there arises a curious study in inherited prejudices of nations which is displayed in their attitude towards the combatants. The Germans, naturally sympathize with the Boers. The French also, because they hate perfidious Albion. The Russians are totally indifferent to British expansion in South Africa, provided Russia is not molested in her own schemes of expansion.

As to the Americans, there is no unanimity of sentiment. The Flag wavers, who inherit a strong impulse to twist the tail of the Lion on every occasion, even if the Lion did help Dewey's fleet to supplies, contrary to the laws of neutrality, sympathize with the Boers of course. Edward Atkinson and the class to which he belongs, believe in the cause of the Boers, because they are the friends of self government, however foolish, or disastrous it may be. There are also many Americans who are inclined to think that the Boers are a noble, deeply religious

and intelligent people who act justly towards all men, and are about to be crushed by the avaricious British. There are also a large and perhaps the largest class of intelligent Americans who look behind the professions of the Boers, and see that they are a minority of the capable residents of the Transvaal, and that instead of a Republic, there exists only a narrow and despotic oligarchy. They see that the policy of the British in Africa is to establish strong colonies with universal suffrage, placing every resident of whatever nationality upon the same footing as the British themselves, just as they have done in Canada and Australia. They see that it is better for Africa, better for the world, that before a large white population exists in Africa that Anglo-Saxon institutions be established there once for all time. Instead of delaying the inevitable struggle to a time when an army of a quarter of a million of men in arms must settle it with blood and iron, it is better to settle it now and forever, with a less number, and with a smaller sacrifice.

The policy and conduct of the Boers towards the intelligent Outlanders is the same as that of the British King towards our own ancestors which pre-empted the Revolutionary war. The Boers do not intend to let the Outlanders rule the country, however numerous and intelligent they may be.

As to the doctrine of self rule, we Americans are wisely and bravely discarding it, unless education and intelligence underlie it, and we are not preaching about it from the house tops, but are making it manifest in Luzon, Porto Rico and Cuba. As the Boers have settled down to a permanent discrimination against the most precious beliefs of the Anglo-Saxon race, there remains but one course only by which to correct their errors, and that course the British are taking.

When the Boers, in their greed for money, permitted and encouraged the intelligent Outlanders to enter, reside and invest an enormous amount of capital in the Transvaal, there arose an unwritten contract between the parties, that the Outlanders, if they were good and responsible citizens, should have some political rights. The contract is broken and the British will now enforce it. The serious people of America, reluctant as they are to approve of the use of force, will give their sympathy to the British in the execution of their wise policy of lapping the world with just and wholesome laws.

## ANNEXATION OF CUBA

The movement for the annexation of Cuba is quiet but continuous. The promoters of it avoid, at present, exciting public discussion over it in the States. Americans continue to invest heavily in cane and tobacco lands. Senator Park of Michigan and Congressman Hawley are promoting several large corporations which own extensive tracts of land. The Cuban Land and Steamship Company has purchased 30,000 acres of land and invites American farmers to settle and join in co-operative cane cultivation. The promoters claim that they have already 3000 American investors.

The scheme for annexation is a simple one. The people of Cuba are to be gradually taught that there is great profit in annexation and no profit without it. It is believed that any sentiments the Cubans have in favor of independence will yield to the argument of the pocket.

While Congress has pledged itself to maintain Cuban independence, it has not pledged itself to refuse annexation, if the Cubans ask for it.

As annexation means the introduction of Cuban products, especially sugar and tobacco, into the States, free of duty, the annexation movement will be a popular one in Cuba, and the most ignorant part of the population will gradually favor it.

Several years will pass before this movement takes an effective shape. When it does, the question will be before the American people, whether it will annex a territory, whose products will compete with those of the several States. The strategic and commercial value of Cuba is admitted. But, are these advantages offset by the disadvantages of competition? The American farmers of the Mainland will insist on "protection." So also the American farmers who settle in Cuba will demand equal "protection."

While the Democratic party favors free trade, it opposes the policy of annexation, which is virtually a policy which protects home industries. The Republican party favors protection and opposes free trade, but it can hardly oppose from the effect of expansion, which is substantially free trade with the people of its own territories or colonies.

The conservative East is opposed to movements which raise these perplexing questions. The radical West is in favor of the expansive movements, though these movements raise perplexing problems. The West is therefore logically driving for free trade. This is just what the British statesmen declared would be the effect of expansion.

## THE OLD DAYS

There is a picture of life in the colonial days, which some one has drawn in "An Old Virginia Correspondence," and published in the Atlantic Monthly. The young people, who should read it, will find that with all of the innumerable accessories of modern improvements, brought to us in these later days by the restless inventors and promoters, the human heart beats as it did of old, and it finds none of these marvelous modern conveniences add much ecstasy to its beatings.

These letters are occasional, and cover a long period. Miss Millard Smith who lives in Yorktown, Va., and is only sixteen years of age writes in 1780, to Miss Betsey Ambler who is only fifteen years of age, and lives in Richmond, Va. Miss Mildred shows in her letters the high breeding and formality of a Virginia girl, and tells her friend that the French war ships under Count Rochambeau (the time was just before the surrender of Cornwallis), are in port, and she confides to Miss Betsey some observations on love affairs. Miss Betsey, aged fifteen, replies at length in choice and stately language, which few of the college bred girls of today could excel. She tells Miss Mildred that she had been to a ball at the Palace in Williamsburg, and "played off a thousand airs which would have provoked a lecture from you an hour long." And then she speaks of "one Marshall" who was devoted to her sister at the ball. Miss Betsey's father, Richard Ambler, was first treasurer of Virginia, and with his numerous family of girls, is driven from Richmond into the mountains, by Tarleton's raid through the State. Brave Miss Betsey writes without any excitement to Miss Mildred, about the pursuit by the British, the living in a hovel, the concealment of her father. Do these girls of Honolulu realize what it means and how misfortune was hammering into fine gold the metal in the souls of these gentle Virginia girls? Miss Mildred, within two years, writes again, a polished, stately and loving letter, in which she wishes she could guard her friend from juvenile extraneous, to which she is prone. Then Miss Betsey in 1785, writes of her own love affairs, but soon after follows with a letter which describes her recent marriage to Col. Brent, and with pathetic words tells her of his sudden death. Then fourteen years pass. Miss Betsey has again married and to Col. Carrington, a friend and army comrade of Gen. Washington. She now writes, to her sister Nancy, in 1799, from Mount Vernon, where she and her husband are the guests of Gen. and Mrs. Washington. She gives a charming picture of the Washingtons' home life. She visits Mrs. Washington's room. "On one side sits the chamber-maid with her knitting; on the other side a little colored pet learning to sew; a decent old woman, with her tables and sheeps, cutting out the negroes' winter clothes; while the good old lady (Mrs. Washington) directs them all, incessantly knitting herself, and pointing out to me several pairs of nice colored stockings and gloves she has just finished, and presenting me with a pair of mittens, which she begs I will finish and wear for her sake." The former Miss Betsey, now Mrs. Carrington, visiting in the home of one of the foremost men of his age, continues in her letter referring to the Washingtons, "It was 'but one year' since they were forced to sacrifice all these innocent delights, which are so congenial to their years and tastes, to the 'Parade of the Drawing Room and Levee.' The women who are trying, with the aid of money, to get some small measure of pleasure out of these modern days, will notice that Mrs. Washington calls those days of home delights 'which they were forced to give up for the Presidential Mansion, the 'lost days'." This rare letter is fascinating. But a portion of it is torn off. Let us be thankful for what remains. And then Mrs. (Betsey) Carrington, on her return to Richmond writes to her sister Nancy of the earlier years of their lives, of their infant mother, and of their father, for notwithstanding the father "held an office which afforded little leisure for such employment, every hour from business was devoted to us." And he educated these courtly Virginia girls. But she writes; "The Rod at that time was an instrument never to be dispensed with, and our dear father used it most conscientiously." She also writes: "We were forced to industry, to appear genteelly; to study manners to supply the place of education." She mentions incidents which interest every American who knows and reverences the character of the illustrious Marshall, first Chief Justice of the United States. He was a captain in the army, and had taken a three months course of law study. Mrs. Carrington writes that he was expected in town, and all of the girls wanted to see him. When he arrived her younger sister Mary, only fourteen years of age, "set her cap for him." "But I," writes Mrs. Carrington, "lost

all desire of becoming agreeable in his eyes when I beheld his awkward figure, unpolished manners, and total negligence of person, which, by the by, did often produce a blush on her (Mary's) cheek. Nevertheless, how trivial now seem such objections! Under that slouching hat, there beamed an eye that penetrated at one glance the inner recesses of the human character." Young Marshall married Mary. The young girl only fourteen years of age in her girlish fun, "set her cap for an unknown young man who had studied law only three months." The French wit said, "matrimony is a sea for which there is no compass," but she seemed to have found one, which guided her to one who stands only second to Washington in the reverence of his countrymen.

One contrasts the lives of these country girls, simple and industrious, and without the aid of modern appliances, with the hot, feverish and discontented living of modern days, and is tempted to ask what are the uses of the achievements of modern progress? And the answer is, that this is a transition period, which will bring men and women into better harmony with that simple order of life which the Washingtons loved.

## THE PRESIDENT'S RESPONSIBILITY.

The Executive in Washington is placed in a delicate position, regarding the labor questions which have arisen here. While the Newlands' Resolution, so far as that document, containing general and in some respects vague language, is concerned, permits Hawaii to "assist" immigrant labor, there still remains decidedly the spirit though not the letter of the Federal law which forbids it. As the President has assumed the power to suspend our laws, as he has done in the election case, he is open to the charge by his enemies of not suspending our assisted immigration laws, so that neither Asiatics nor Europeans can be aided to reach these Islands. While the protection of our own interests justifies him in permitting us some latitude or privileges in securing labor, during the transition period, it may not help him in carrying his political responsibilities. Congress, especially the Democratic party, will attempt to hold the President responsible for the policy pursued by his officers in the local government. Congress will not attempt to hold the local government or the planters to account for any violation of the spirit of the American laws. The President has, according to his own interpretation of the Resolution, arbitrary power in our affairs and the whole responsibility of what is done here will be put upon him.

The lack of a good representative in Washington, from the hour of annexation until the transition period is completed, is a deplorable blunder. No one can be held especially responsible for it. The public sentiment of the merchants and the sugar interest has been indifferent about it, and the government has been crippled by a lack of appropriations. An active representative, acceptable to the Washington authorities, would have prevented these misunderstandings which have lately occurred.

## GOOD FOOD.

If one-tenth of the time spent in talking and writing about the wonderful products of this Paradise of the Pacific had been spent in actually producing some good fruit and vegetables, we would today have an attractive vegetable and fruit market. Our case is that of Col. D. who was a noted writer in the Rural New Yorker on the raising of pigs. The readers of the paper, with the usual credulity of the readers of newspapers, assumed that he was a King among hog growers. But one of them, desiring to grasp the hand of this eminent cultivator, traveled many miles to visit him. He found the writer engaged in doctoring an old and sickly sow, which was the sole occupant of his pen, and being forced to a confession, said that hog-raising on paper was his gift, and he should sternly resent any intimation that he needed to qualify as a writer by becoming an actual hog raiser. Whenever the tourist has innocently asked to see the fine productions of our soil, he is pointed to pine-apples and bananas, but after that, the pointing is done in a vague and general manner, and attention is not called to the imperfect products of the Chinese gardens.

But there is a ray of light in the horticultural world. Mr. Lovekin is raising on Taialua, at an elevation of 1600 feet, the genuine sugar corn, known as the "Early Minnesota." The ears are large, and the kernels are not surpassed in size by the best yields of this kind of corn in the eastern States. The flavor and the tenderness are the same as are found in the eastern corn. Corn is a tropical plant, and should be found here in perfect conditions. It is not known whether Mr. Lovekin has resorted to any scientific methods for securing this growth. Possibly he may have obtained some valuable suggestions from the experiment station near

## Almost Blind

Serofula Affects the Eyes—Little Boy Treated by an Oculist Without Relief—But Now He Is Well.

"When my little boy was three months old his eyes became very sore and he was almost blind; I took him to an oculist who treated him for six months, and left him as bad as he was at the beginning. Finally Hood's Sarsaparilla was recommended and I began giving it to him. In less than three weeks he was able to go into the sun without covering his eyes, and today his eyes are perfectly well, and his ears and nose, which were badly affected, are also well. Hood's Sarsaparilla has certainly done wonders for my boy." Mrs. JAMES H. PALMER, Amador, California. September.

**Hood's Sarsaparilla** is the One Purifier. All druggists sell it. Hood's Pills are the only pills to take with Hood's Sarsaparilla.

Maunawili, where water-melons have, it is said, been grafted with much success on the ohia tree, and sugar cane ratoons for twenty years when grafted on Hilo grass.

Every State and Territory has an annual agricultural or horticultural exhibit. Hawaii has none, because there is no public interest taken in the matter. Like the people of Southern California, we have given over these matters to the Asiatics, and are rather proud of our degradation.

There are individual cases of success in raising excellent vegetables, but the average taste seems to be as low as that of the old dandy who measures all food by the standard of "hog and hominy."

## BAPTISM BY FIRE.

A new religious sect has appeared in Pennsylvania, who believe in Baptism by fire. The leaders are sincere men, and many of the prosperous farmers have been converted to the new doctrine. It is said that the fire descends from Heaven in tongues, and leaves marks upon the face, arms and hands. It is claimed by the leaders that faith will do all things. A well developed faith, it is urged by their preachers will enable human beings to fly.

These converts are honest and steady farmers. If Mr. Damon fails to secure Italian immigrants, he may be able to secure a colony of these thrifty but singular people. They are well adapted to settle on the plantations adjoining Mauna Loa. Volcanic outbreaks will furnish them special baptism of fire, and, as the more they are roasted or scorched, the more devout and faithful they will be, there will be no danger of their abandoning the plantations.

As these believers in Baptism by fire are admirable men with the hoe, some extraordinary effort should be made to furnish them with samples of such fire as we possess, and offer it free with a half-acre of land.

## WATCHING THE EXPERIMENTS.

The Department of Agriculture in Washington calls the attention of the American farmers to the results of the West India Royal Commission for the examination of the sugar industry. The Bulletin of the Department summarizes the measures which have been taken to revise the industry, and place it on a basis of "scientific methods and common sense." The Bulletin also calls the attention of the people to this important undertaking, and says: "It will be a matter of much interest to the people of this country, especially in view of our interests in islands adjacent to those for whose benefit it was established."

The Department of Agriculture intends to take advantage of the annual appropriation of \$90,000 per year by the Imperial Government, and whatever discoveries are made, or methods adopted in cheapening the production of sugar, will be reported to the cane growers of Cuba and Porto Rico.

## For Kapiolani's Coffin.

By the Australia the plate for the top of the casket in which the remains of the late Queen Dowager Kapiolani will finally repose was received. It is of silver and bears the following inscription in Hawaiian:

KAPIOLANI NAPELAKAPU.  
Waiata ka Mo'i Kalakana.  
Hana ma Hilo, Hawaii, i ka ia 31 o Dekemaba, M. H. 1834.  
Make ma Honolulu, Oahu, i ka ia 24 o Iuna, M. H. 1899.  
64 Mahahiki, 5 Malama a me 23 La.  
The crest is of solid gold with enamel work laid on. It is surmounted by the royal crown and bears the motto: "Kulia i Kanu." On the face of the crest are the letters KK.

## Miss Stanton Sees Clement.

Miss Josephine Stanton, the prima donna of the Boston Lyric Opera Company, Henry Hallam and Colonel Thompson and wife enjoyed the performance of Mr. Clement in box A last night at the Opera House. Miss Stanton is certainly a beauty and was the cynosure of all eyes during the evening.

## HAWAIIAN FLOATS

Seen in Procession at Kansas City.

On the Occasion of the Thirteenth Visit of Pallas to Her Favorite City.

At the recent celebration in Kansas City, in the magnificent parade which characterized the thirteenth visit of Pallas to her chosen city, a large number of magnificent floats appeared. Among them were:

## VOLCANIC GLORIES OF HAWAII.

The largest volcano in the world, which was recently acquired by the annexation of Hawaii, is pictured in flaming eruption. It is by far the most expensive float of all, being made entirely of asbestos and built to give the greatest spectacular feature of the parade. As it passes through the streets it will vomit forth fire and smoke with vivid lava streaming down its serrated sides. It requires five men to work the mechanical effects of this float and enough fireworks will be consumed to make a Fourth of July celebration for all of Kansas City.

## RAINBOW FALLS OF HILO.

A beautiful conception is that representing the Rainbow Falls of Hilo, which is one of the greatest sights to the stranger in Hawaii. A noisy, foamy river is seen rushing down through rocks, while a cloud of vapor gives the rainbow effect.

## ANCIENT IDOLS OF HAWAII.

The ancient idols of Hawaii, hideous, misshapen and terror-inspiring, have renounced their evil propensities, and now join in the pleasure-loving purpose of the Goddess Pallas. They represent the period in America's infant colony when the natives of Hawaii worshiped the gods through idols in conformity with their idea that the gods were cruel and passionate and delighted in human suffering.

## NEW TRAINER FOR STANFORD.

STANFORD UNIVERSITY, Oct. 17.—A surprise was sprung last night by the baseball and track management in the appointment of W. H. Murphy, the present football trainer, as baseball coach and trainer for the track team. Murphy was desired by the University of Pennsylvania to coach the baseball nine, and the Executive Committee of the student body here had to offer a figure to secure his services.

"Doc" Murphy has an enviable record on the diamond. He played four years on the Yale team, filling the position of captain in his junior year. During the season of '94 and '95 he played shortstop for the New York Giants. Here he was popularly known as "Midget" Murphy, on account of his stature. The last two seasons he has been engaged as coach for the University of Pennsylvania, and has had phenomenal success. Murphy has played every place on the New York team, except the battery positions and first base. He is said to be the best college coach of the American national game.

As a trick man Murphy is also valuable. He has gained much from helping his noted brother, Mike, and is thoroughly familiar, not only with the conditioning of men and all that it implies, but can also give track men pointers.

Murphy is modest and affable, and is already exceedingly popular with everyone with whom he comes in contact, especially athletes. He is a qualified physician, being a graduate of the Pennsylvania Medical School.

## BIG RUSH OF SUGAR BEETS.

Hundreds of Tons Daily Reach the Salinas Refinery.

SALINAS, Oct. 17.—Some idea of the rush at the Spreckels sugar factory may be gained from the knowledge that several extra freight trains have been coming and going daily over the Southern Pacific tracks for some weeks past. Yesterday an extra with twelve gondola cars heavily laden with beets arrived in the forenoon. The cars carried 860 tons of beets, and this was only a small portion of the daily receipts. Then the northbound extra freight takes away daily from six to seven carloads of sugar to the refinery at San Francisco. This output will average about 160 tons daily.

Two big freight and passenger ships are being built at Newport News for the Pacific Mail Line by the Newport News Shipbuilding and Dry Dock Company. The length of each is 560 feet; breadth, molded, 63 feet; depth, molded to upper deck, 40 feet; low draft, 27 feet; load displacement, 13,600 tons. Each vessel will have a cargo capacity of 510,000 cubic feet and bunker capacity of 210,000 cubic feet. Each will accommodate 142 first-class passengers and 1,200 steerage passengers, and will also have accommodations for officers and crew of 188 men. The vessels are to be first class in every respect and to have a speed of eighteen knots. They will be completed in about fifteen months.

In addition to the large stock of J. T. Waterhouse, the Pacific Hardware Company have lately added elegant lines of Doulton, Minton and Haviland ware, crockery and lamps, Japanese china and lacquered ware.



## THE FALL FESTIVAL

A Chicago Fete Described by  
a Staff Correspondent.

## McKINLEY THE PEOPLE'S IDOL

The Show Places of the Windy City  
and a Visit to Its Y. M. C.

A. Headquarters.

(Staff Correspondence.)

After Jas. Cressman—As I glance from the window of my hotel President McKinley rises in his carriage, and salutes. He is to have an interview with me, after which there will be a banquet, and then an informal meeting of the cabinet. I shall be at the President's table at the dinner and will attend the gathering of the ministry in an advisory capacity. It is rumored that I am to return to the Philippines on a special mission for the government at Washington.

After Richard Harding Davis—I have arrived in Chicago. Processions are forming at the Auditorium and the Art Institute. There is to be a grand celebration. I of course must remain to the close of the festivities.

After Douglas White—The air quivers with music and cheering, and the booming of artillery as I move in the direction of the Presidential party. Mr. McKinley has went to bed and now I am able to uninterruptedly chronicle my emotions.

Being snowbound at Cheyenne I submit some correspondence from Chicago. There attended the Fall Festival, the President and every member of his cabinet, Premier Laurier of Canada, the Vice-President and Minister of Foreign Affairs of Mexico, with their national band of seventy artists, a score of Senators, Representatives and Governors of States were ordinary as brakemen at a conductors' ball. Mayors and aldermen ranked only about as enlisted men. Many an individual at home a shining light in all lists of notables did not get into the "and others" class on Chicago day.

In the day procession there were 22,000 men. At night the column making up the parade of all nations had 15,000 men. One night there was a show of 6000 wheelmen and 125 automobiles. This was merely an incidental preliminary spectacle. There was also a trade display of 1200 boats and 3000 men that was not considered much of an event.

The Fall Festival is a Chicago fete or observance carried on by a corporation organized some three or four years ago. October 9 is Chicago Day, marking the anniversary of the destruction of the city by fire in 1871. This year on October 9 they laid the cornerstone of the new Federal Building. The structure now is a steel skeleton. President McKinley, who had been made a member of the Stonecutters' Union for the occasion, set the stone. Secretary Gage and Senator Mason made the speeches. The scene was the corner of Dearborn street and Jackson boulevard. For the afternoon and evening there were 1,500,000 people "down town." The crowds were many times greater than on any day during the World's Fair in 1893. On "Chicago Day" in 1893 there were 700,000 admissions to the Fair. This was the largest gathering of modern times but on that occasion the town proper was deserted.

On the 9th there were the 22,000 and 15,000 processions noted above. The line of march, the same for each, was five miles. There were 3000 uniformed police to preserve order. Every big man had a platoon of detectives about him, while hundreds of sleuths in plain clothes mingled with the crowds to seize pick-pockets. There were 200 ambulances and 600 men in the city Red Cross service, while the fire department was of course unusually alert.

Amongst the storms of the masses there was no distinction of sex. Women jostled and were jostled. But that is about the same every day in Chicago. Cable trains there have four cars. The train stops with a jerk after getting clear of the "far" crossing. Before it is at a standstill all the men are aboard and seated. The women stand at best and are frequently left behind. On the elevated they receive no more courtesy than on the surface lines.

The day parade on the 9th was to move at 1 p. m. The first section of it moved off after Gen. Merritt a little later than 2 p. m. Many of the organizations had been at their posts at noon. This parade was not finished till after 7 p. m. Sometimes it was at a standstill for as much as half an hour. Traffic of the surface car lines was simply paralyzed. In the evening the parade of all nations, scheduled to move at 7, started a bit after 8 and the last of the marchers were dismissed about 11. One element was the Chinese Dragon 300 feet long. There were a lot of Jose House furnishings, sedan chairs, rich banners and a dozen tom-tom and flaccote orchestras. After the Chinese oriental brigade there were a couple of hundred young Chinamen in light overcoats, stiff hats and with canes. They had a banner, "The New China," and were well received, which was a compliment from Chicago. The lighting of the floats and characters was by aid of machines on express wagons. Omaha has a better way. In

the town on the Missouri the knights of Katschen have electric lights on their floats, with trolley attachment, connecting up with the transit company's power wire overhead.

The noisemakers in the Chicago crowds use cardboard megaphones instead of tin horns. These hilarious holiday characters fire remarks at people in the parade or at onlookers. For the American or United States float in the parade of all nations there was a buxom beauty for Columbia and thirteen beaming blondes for the original colonies. One of the megaphone comedians bawled out to this aggregation "Hello, Madame Yale," and the crowd thought it pretty good.

It seems beyond belief, but it is a fact, that thousands upon thousands of people remained in position on a spot continuously for the day and night parades of Chicago Day. The edge of the sidewalk was a favorite point. Boys made small fortunes vending sandwiches and boxes and barrels. The boxes and barrels were to sit or stand upon and were of the price of two bits for accommodation of one person. At midnight there were regiments of people about gathering up this dunnage for fuel or as lumber for outhouses. When the day parade was over the restaurants were crowded to the extent that hundreds of them had the doors locked to keep out people whom it would be impossible to serve. Many of the marchers and many of the spectators were ill next day, but the ordinary street crowds were no smaller than usual.

President McKinley is the idol of the people and the favorite of the conservative element. One division of the procession following him to the corner stone laying consisted of 2500 members of the Cook County Democracy. Each man was in correct morning dress and one could see at a sweep more high hats than the high hats trust turns out in a week. To honor McKinley there were organizations of college men, laboring men, mechanics, merchants, cross country riders and boulevard drivers, working women, colored citizens, professional men and various nationalities. Now, about President McKinley in the administration of the Government are a number of men of pronounced eminence, of power and distinction. In the carriage with him were Governor Tanner of Illinois and Mayor Harrison of Chicago, but the shouting was all for McKinley, true to his pictures, but pale and looking somewhat warm. There is a charm and directness in his cordial smile and graceful bow. The attention shown him was a tribute not only to the chief magistrate of the land, but to a leader of men in whom the whole people have confidence, for the pledges made on his behalf before election have been more than fulfilled.

Sir Wilfrid Laurier was lion No. 2. He is a magnificent man in appearance and movement, was cheered most enthusiastically everywhere, was everywhere recognized instantly, was everywhere a self-possession and at the Marquette Club dinner made as good a speech as was heard. That Sir Wilfrid was second only to President McKinley as a great figure in a great city on a great, entirely American occasion was significant as evidencing the effectiveness of the daily, hourly, welding of the bond of friendship and practical alliance between the people of the United States and those of Great Britain and her colonies.

The show-places of Chicago are innumerable. In the Masonic Temple are 5,000 tenants with a postoffice second in business volume to but one on the continent. You rush up nineteen stories in one of a plant of a dozen lifts, then climb three stories more to the observatory. Near Lincoln park is the old Ferris wheel and in the park is an extensive zoo, with a baby elephant as the star boarder. Halstead street is thirty-six miles long. Visiting a friend on the West Side, we rode to Forty-eighth street on the Elevated. For a dinner on the South Side, in Englewood suburb, we rode to Sixty-first street on the electric and learned that the end of that particular line was at Ninety-eighth street. It is impossible, where there is such a spread of community, for an ordinary individual to have any social life or enjoyment. At the central department of the Y. M. C. A. I saw the training-school in full blast, saw the gym and swimming baths, the racetrack and the various classrooms. I was conducted by Mr. W. B. Millar, who spoke highly of our new assistant secretary. Good words were heard for Secretary Coleman and President Walter C. Weedon. I met a dozen, perhaps of the twenty-one secretaries. Mr. Millar told me this story: "A few years ago a young man of Honolulu, having a Y. M. C. A. card and wearing a Christian Endeavor pin called and asked for temporary relief. He was en route from England. At a fruit stand, in setting for a small purchase, he had drawn out his large pocket book, containing \$400. He carelessly dropped into his overcoat pocket. A sneak lifted it out. The stranger felt the touch and called out and gave chase. After a short spurt the thief dropped the book. At the hotel the traveler found the money had been kept by the clever scamp. We thought the story peculiar, but were impressed by the young man and supported him for three weeks. At the end of that time he received his remittance from England, settled and continued onward. You will find your new assistant an excellent man." Of the ten or more great department or general stores in Chicago all but one are owned and managed by Jews. I can see now, though I have always been a partisan of nationality in trade and advertising, has had not a little to do with American press opinion on the Dreyfus case. These stores sell everything excepting coffins. They offer heavy cash prizes to anyone who can present an order that will not be filled on the moment. The places cover either a square or half a square and are six to twelve stories high, with, naturally, armies of employees. They have clear, fresh meat, fish, drugs, hardware, art and grocery departments, photograph galleries, dental parlors, physicians' offices with drug stores, manicuring parlors. They welcome visitors and are very decent in refraining from solicitation. I spent half a day in Rand & McNally's

where eighty-two printing presses were running. Saw the plant of thirty-five linotype machines and the presses at the Tribune. I inspected a score of skyscrapers and of course went to the stockyards, the art institute, the universities and the public libraries. At the Press Club you meet a celebrity a minute. Was in groups with Frank Putnam, Ernest McGaffey, Ople Read, Will L. Visser, had inquiries about Chas. L. Rhodes of the Star, saw Hubert Vos' portrait of his friend Paul Hull, chatted with Rathum who went to Cuba for the Chronicle, chatted with Steep who was in Cuba with the insurgents as a correspondent five months before war was declared. Met Capt. Coghlan and Rev. Fr. Chadwick at my hotel.

For the promenade at Chicago during the Fall Festival they made of State street, between Lake and Van Buren, about eight squares, a court of honor. This was illuminated with double festoons of incandescents of 100 lights to each festoon every twenty feet. There were pillars with emblematic statuary and there was a triumphal arch with a group for agriculture and a second for education. There were 100,000 to 200,000 people in this promenade for four or five hours every evening.

There was a good deal more, but I returned to Omaha and visited a few days with faithful and capable Dan Logan at the Exposition. A cold wave that promises to be a fixture has hit the gate money hard, but the thing will go out in a pretty fair article of glory blaze with our Hawaii as the principal illuminant. Capt. Geo. Townsend has gone to Seattle to take to the islands John H. Wilson's new steamer about the size of the Waimanalo. He will sail by November 15. Part of the Hawaiian village company is working country fairs. It is more than likely that a company will remain over here for some months and play eastern theaters.

Mr. Logan is really making some headway with his plans for recruiting some negro labor for the islands. It is projected to get the men in Tennessee.

## COURT NOTES.

In the admiralty libel of James W. Percival against the yacht Norma, a notice of discontinuance has been filed, which says: "The plaintiffs' demand herein having been fully satisfied, the above entitled libel is dismissed and the clerk requested to enter a discontinuance of the action."

In the Aldrich-Hastinger case David Kupeha makes affidavit that he deposited a copy of the complaint in the postoffice duly addressed to Douglas K. Brown at Manila, Philippine Islands, postage prepaid.

In the matter of the estate of Inga L. Bergersen, deceased, an inventory has been filed showing the estate to be possessed of cash in hand \$481.80 and real estate \$4,000.

William Mahuku has filed a petition setting forth that he made a deed of gift to Antonio Rosa, now deceased, which deed has never been recorded and has been lost or mislaid; that this deed embraced all the property then owned by the petitioner and that it was for his sole use and benefit; that the duties of the trustee terminated prior to his death, and that petitioner made demand on him for the reconveyance of the property, but that he failed to comply with the request. Petitioner states there was no provision in the former deed for a new trustee and now asks the court that one be appointed. Judge Perry will hear the matter on Saturday morning.

Notice of appeal has been filed by the Attorney General from the decree of Judge Perry ordering that a peremptory writ of mandate issue directing to F. E. McStocker or his successors to proceed in office ordering them to proceed forthwith to the registration of the bark Falls of Clyde according to law, and to issue to Arthur M. Brown a Hawaiian certificate of registration of said bark. The case now goes to the Supreme Court.

Alfred W. Carter, guardian of the estate of Annie T. B. Parker, has filed an inventory of his ward's large estate, and promises a more full and complete one when he obtains further data.

Judge Perry was yesterday engaged in the trial of the suit of Thos. Christley against J. A. Magoon, a bill to set aside a deed, and the case will go on today.

## The Ship Antelope

The majority of the shares in the ship Antelope have been sold to a syndicate of local and California gentlemen represented by Fred. Whitney. At a late hour yesterday afternoon the claim against the ship of \$3,400 by Grace & Co., of San Francisco, was settled with their local agents in a satisfactory manner to all parties. Captain Murray hopes to get away on Saturday.

## Young Hawaiians' Banquet.

The Young Hawaiians' Institute will hold its banquet at Foster hall this Friday evening, October 27. Members who have kindly contributed to the supper are cordially requested to be on hand to partake of the good things. The Home Bakery Cafe will do the catering.


## TO VISIT THE PLAGUE DISTRICT.

BOMBAY, Oct. 16.—The Viceroy of India, Lord Curzon of Kedleston, and his staff will shortly visit the plague and famine districts. Before starting they will all be inoculated against the plague.

## NEW MINISTER TO CHINA.

PEKING, Oct. 16.—Yamno Aomio, Japanese Minister to China, has been recalled. He will be succeeded by Mr. Nishi, former Japanese Minister to Russia.

LONDON, Oct. 15.—The Prince and Princess of Wales have each subscribed £200 to the Mansion House fund for the relief of South African refugees.



## SNEEZE

And sneeze again. Then keep on sneezing. Perhaps you think you can sneeze La Grippe out of you, in this way. But the trouble is La Grippe isn't in your head alone. It's in your back, your blood, your nerves, your muscles; all through the body, everywhere. It don't take a doctor to let you know you have it. And it don't take a doctor to cure you, either.

## Ayer's Cherry Pectoral

is the cure. It's a sure cure and a quick cure. It quiets your restlessness, controls your fever, stops your coughing, and drives La Grippe right out of the system. One dose relieves; a few doses cure.

In Large and Small Bottles.

A cure is hastened by placing over the chest of the sufferer a warm, moist cloth, and by the use of Dr. J. C. Ayer & Co., Lowell, Mass., U. S. A.

HOLLISTER DRUG CO., Agents.

## LOCAL BREVITIES.

Dr. A. B. Carter of Koolau is seriously ill.

Special Census Agent A. T. Atkinson is expected on the Gaelic.

Dr. H. E. Winlow is the latest addition to the ranks of Honolulu physicians.

Dr. H. C. Watt of Lihue was a passenger by the Australia, returning from a vacation.

Mrs. Agnes Sullivan of Oakland came down on the Australia on a visit to the Alexander Youngs.

F. J. Amweg of the Rapid Transit Company returned from the Coast yesterday bringing his family with him.

The Boston Lyric Company brought two conductors—one for grand opera, the other for the light and comic plays.

City Editor Towse writes that he expects to return to Honolulu by the Gaelic on the 31st. Mrs. Towse will accompany him.

The Coyne-Mehrtens Furniture Company is making a specialty of upholstery. Box couches and all kinds of lounges made with style and despatch.

Commodore N. J. Weaver and his sister-in-law returned from San Francisco by the Australia, and the Commodore says his financial troubles are ended.

It appears to be generally understood that the Honolulu holders of the Dillingham stock of the Waiolua Agricultural Company will be protected, if necessary, by the further issue of more stock to the amount of another million.

Upholstering  
IS OUR SPECIALTY!

We can make BOX COUCHES and all kinds of LOUNGES with style and despatch.

Orders taken for  
**Cocoanut Fibre  
Mattresses.**

**COYNE-MERTEN FURNITURE COMPANY.**  
Progress Block. Fort St.

**Pacific Mail Steamship Co.**  
**Occidental & Oriental Steamship Co.**  
**AND Toyo Kisen Kaisha.**

Steamers of the above companies will call at Honolulu and leave this part on or about the dates below mentioned:

FOR JAPAN AND CHINA:		FOR SAN FRANCISCO:	
GAELIC	OCT. 31	DORIC	OCT. 31
HONGKONG MARU	NOV. 8	NIPPON MARU	NOV. 17
		RIO DE JANEIRO	NOV. 17

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**H. HAAKFELD & Co., Ltd.**

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WORLD'S STANDARD  
FOR TIME KEEPING.

Should be in the pocket of every wearer of a Watch.

Many years' handling of Watches convinces us, that price considered The Elgin is the most satisfactory of American Watches.

Cased in...  
**NICKLE, SILVER, GOLD FILLED AND SOLID GOLD.**

We have a full line and sell them at right prices.

ELGINS reach us right.  
ELGINS reach you right.

Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

**H. F. WICHMAN**  
BOX 342.

Wilder's Steamship Company  
—LIMITED—TIME TABLE  
S. S. KINAU,  
FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.  
NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

On and after October 17 next the steamer KINAU will sail from Honolulu on Tuesdays at 1 p. m. for Kaunakakai, Lahaina, Maalaea Bay, Kihai, Makana, Kawaihae, Mahukona, Laniphoehoe and Hilo.

Returning, will sail from Hilo on Fridays at 2 p. m. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makana, Mahukona, Kawaihae, Hilo, Hakalau, Honoumou, Papekou and Pepeekeo.

Passengers and PACKAGES ONLY will be taken for Kaunakakai, Lahaina, Maalaea Bay, Kihai and Laniphoehoe.

S. S. CLAUDINE,  
CAMERON, Master.

MAUI.  
Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kihai, Naha, Maui, Hanalei, Hamoa and Kilauea, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Niihau, Kauai, once each month.

S. S. LEHUA,  
BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kapaemahu, Lahaina, Honolulu, Olowahu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent. The Company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers on application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President.

S. B. ROSE, Secretary.

CAPT. T. K. CLARKE, Port Sup't.

Bath Tubs, Lavatories, Water Closets, Stairs, Hot Water Tanks, Radiators, Tile and General Supplies.

Write for our estimate on anything you need. We buy all our material at Sherwin's & Co.'s, Trustees, and at lowest prices. Our Prices are One-Half of Others. Write for Free Catalogue No. 12 on all kinds of merchandise.

**CHICAGO HOUSE WRECKING CO.**  
1514 and 1516 Sts., CHICAGO.



AT THE GAZETTE OFFICE.



## COLUMBIA WINS

(Continued from Page 1.)

from the outer mark to the finish was 2h. 6m. 40s.; Shamrock 2h. 7m. 2s., showing that in the fifteen miles before the wind the Columbia had gained twenty-two seconds.

After the race, while the yachts were being towed back to their moorings, Sir Thomas Lipton's steam yacht Erin ranged up alongside the Columbia. The Erin's officers and men, led by Sir Thomas, gave three hearty cheers. They were quickly responded to with cheers from the Columbia's men, led by C. Oliver Iselin.

A number of yachts fired guns as salutes to both yachts at the finish. The flagship Corsair was among them, and as soon as the American yacht had crossed the line Commodore J. Pierpont Morgan ordered the American ensigns to be hoisted at each masthead. Every steamer saluted with her whistle, and the Shamrock's welcome was quite as noisy as the Columbia's. The yachts and the excursion fleet soon vanished in the mist, homeward bound.

## SECOND RACE.

NEW YORK, Oct. 17.—The topmast of the cup challenger Shamrock carried away twenty-five minutes after the big single-sticker had crossed the starting line today and her enormous club topsail, with its 3,000 feet of canvas, came rattling down on the deck, leaving her a hopeless cripple. No amount of pluck or courage could face such a catastrophe and Captain Hogarth immediately abandoned the race, towing back to the anchorage as he had cleared away the wreckage. The Columbia continued over the course alone, placing to her credit the second of the races for the America's cup.

The accident to the Shamrock ruined the race and caused the keenest regret among the yachtsmen and the thousands of sightseers who were on hand to witness what had promised to be a glorious duel. It is unfortunate that the defender should have been the beneficiary of an accident, as there is little glory in beating a cripple, but the rule is ironclad. If crippled before the start time for repairs is allowed, but once over the line, if anything carries away, the sufferer must make such repairs as he can, or, if rendered hors d' combat, as the Shamrock was today, he must take the consequences. There is good sense and logic behind the rule. The races are a test of construction as well as of design and seamanship. Doubtless if Mr. Iselin could have had his choice in the matter, he generously would have declined to continue in view of the crippled condition of his rival, but the rules gave him no alternative. He was in duty bound to go on, and as he finished well within the time limit the race was his.

Had the accident not occurred however, it is believed the Yankee boat would have repeated the beating she gave the challenger yesterday. During the twenty-five minutes the yachts sailed she had gone through the Shamrock's lead like a streak and had established a lead of more than 300 yards on the weather bow.

## SUGAR TRADE IN PHILADELPHIA.

PHILADELPHIA, Sept. 23.—In the history of the sugar trade the wholesale market was never demoralized so badly as it is at present, and notwithstanding all the power and adroitness of the Sugar Trust, it is believed firmly by the knowing ones on 'Change that if the present conditions continue much longer, refined sugar will be a drug upon the wholesale market at four cents a pound, or even less, and that the lowest net price of 3 1/4 cents, wholesale, of several years ago, practically will be duplicated. One of the shrewdest and best known sugar brokers in this city said, yesterday, in discussing the situation of affairs and the probable outcome:

"Unless there is an improvement in the sugar market within the next few weeks, it would not be a surprise to hear that all the leading refineries had closed up for the winter. This action, on the part of the refineries, would tend to depress further the raw sugar market and prices on the refined product would go down proportionately. When the American Sugar Refining Company was formed, it was believed that it would be master of the situation always, but the increase of the independent refineries of late years has brought about such a formidable opposition that has just now the trust is at its wit's end to know how to handle its opponents. The independents have become too powerful to crush, and thus far have met all the moves of the trust, and in most instances discounted it. The Arbuckle, as leaders of the opposition today, are quoting granulated sugar 1-16 pound lower than the trust's lowest price. Thousands of dollars have been lost by the refineries during the recent cut-rate war on prices, and where the independents lose a dollar, the trust is out \$15; the losses of the latter by the two last reductions aggregating millions of dollars. All the iron-clad agreements of the trust have been knocked out one after the other, and the grip of the trust upon the wholesale trade is becoming rapidly a thing of the past. It is rumored that the trust is quietly preparing an agreement plan to be submitted to the wholesale trade which will astonish all its competitors, and again place it on top in the control of refined sugars. What this new move of the trust will be, is looked forward to with the greatest interest and concern both by the wholesalers and the independent refiners."—N. Y. Journal of Commerce, Sept. 25.

## BIG MANSION BURNED.

SAN FRANCISCO, Oct. 18.—"Pernwood," the magnificent home of William R. Dingee, located in Hays canyon, two miles back of Blair Park in the Piedmont hills, Oakland, was totally destroyed by fire between 1:30 and 2 o'clock this morning. The house alone cost \$100,000. It contained one

of the finest private art galleries and conservatories in the State. The total loss is probably over \$200,000. Nothing in the house was saved.

## LUDLOW TO LEAVE HAVANA.

WASHINGTON, Oct. 16.—It is stated that General William Ludlow, Military Governor of Havana, will be given leave of absence to visit Washington in December, and that he will return to the Cuban capital. It is alleged that his opposition to the Dady contract in Havana, which, it is claimed, was unwarranted, is the primary cause of his removal.

## MARCHAND DESIRES REVENGE.

PARIS, Oct. 15.—Major Marchand, who commanded the French expedition into the Soudan, it is stated, wishes to go and fight for the Boers as revenge for being obliged to withdraw from Fashoda, but the Government refused him permission to join the Boer forces.

## THE NEWARK HERE

## On the Way to Join the Manila Fleet.

The Cruiser Has Nearly Four Hundred Men on Board—Saw Service Off Cuba During the War.

(From Thursday's Daily.)

The United States cruiser Newark is in Naval Row from San Francisco coaling for Manila. She will remain till about the end of the week. She arrived yesterday morning, having sailed from San Francisco a few hours before the Australia. The crew of the cruiser numbers 385 men, including 62 apprentices; the apprentices will join various other vessels of the squadron. The following is a list of the officers of the Newark: Captain B. H. McCalla, Lieutenant Commander W. G. Cutler, Lieutenants H. F. Bryan, W. V. Pratt, Lieutenant Juniors J. F. Carrier, G. C. Day, Naval Cadets C. Boone, J. H. Tenzig, H. Courtneay, W. Foreman, Surgeon C. H. Russell, Assistant Surgeon E. O. Huntington, Past Assistant Engineer A. Moritz, Naval Cadet E. Elison, Boatswain G. B. Moncrief, Gunner C. H. Sheldon, Carpenter J. E. S. Miller, Paymaster P. V. Mohun, Warrant Machinists O. Curvooy, H. L. To; Second Lieutenant A. S. M. C. N. H. Hall, Ensign W. Leahy, Naval Cadet W. Pettigill, C. C. Block, Warrant Machinist A. G. Bates, Navigator's Writer W. W. Wadams.

Captain B. H. McCalla was formerly in command of the cruiser Marblehead and was with the fleet off Cuba. The battery of the Newark consists of twelve 6-inch guns, six 6-pounders and two 37-millimeter rapid-firing guns.

The Newark was selected by Admiral Watson as the flagship of the fleet that was to have bombarded the Spanish coast in the war. She will now join his squadron in the Orient. The Newark was ordered to join the Pacific squadron May 1. She was then at St. Lucia in the Windward Islands, and set out for San Francisco by way of the Horn at once. Her officers neglected to replenish her coal supply along the Atlantic coast, and she arrived in the Pacific with hardly any coal in her bunkers. She was caught in a gale and put in at Port Low, Guaymas Island, where some coal was purchased. Enough coal for the trip to San Francisco was afterward secured from the Chilean Government.

## Stock Quotations in Frisco.

The latest San Francisco quotations for Hawaiian sugar stocks are as follows: Hana Plantation Company, 12 1/2 @ 12 3/4; Hawaiian Commercial & Sugar Company, 95 @ 95 1/2; Honokaa Sugar Company, 34 1/2 @ 35; Hutchinson Sugar Plantation Company, 29 1/2 @ 29 3/4; Kilauea Sugar Company, 29; Makaweli Sugar Company, 48 1/2 @ 49 1/4; Onomea Sugar Company, 38 @ 39; Paauhau Sugar Company, 36 @ 36 1/2.

## Kamalo Plantation.

Harry L. Evans, claiming to represent himself and other owners of 20,000 shares of the Kamalo Sugar Company, has brought suit against Frank Hustace, J. J. Egan and Frank H. Foster, promoters of the plantation. It is asserted that the defendants have wrongfully diverted \$35,000 of the company's funds in paying an excessive price for certain lands purchased from the McCristons.

## NEEDHAM KNOCKED OUT.

LEADVILLE, Col., Oct. 17.—Two thousand people saw Paddy Purcell knock out Danny Needham of St. Paul in one of the hardest battles ever fought here. For five rounds the men fought evenly. Purcell rushed frequently, but was blocked by his antagonist. In the fifth round there was a mixup and both men landed heavily, but Purcell, with a left on the neck had his man groggy and finished him with a terrific right swing on the jaw. Needham was unconscious for fully a minute.

## REV. S. A. DONAHOE.

On the 10th of December, 1897, Rev. S. A. Donahoe, pastor M. E. Church, South, Pt. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: "After resorting to a number of so-called 'specifics,' usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public." For sale by all druggists, Benson, Smith & Co., Ltd., agents for H. L.

## FOOD INSPECTOR

## Makes Another Report on Food Stuffs

Big Improvement in the Quality of Milk Supplied—More Cateups and Beers Also used.

At the meeting of the Board of Health yesterday afternoon the following report from Food Inspector Shorey was read:

Office of the Board of Health, Honolulu, H. I., Oct. 15th, 1899. Hon. H. E. Cooper, President Board of Health.

Sir:—I submit herewith report of work done in Food Commissioner's laboratory for the month of September, 1899.

The samples of milk examined are as follows:

Dairy No. 1—4 samples—Total solids

11.28, butter fat 2.80; 11.58, 3.10; 12.13,

3.20. One sample sour, not analyzed.

Dairy No. 2—7 samples—Total solids

10.21, butter fat 3.00; 14.02, 5.60; 13.90,

2.70; 11.64, 2.00; 10.99, 2.80; 12.39, 4.00;

12.20, 2.80.

Dairy No. 3—1 sample—Total solids

10.88, butter fat 2.50.

Dairy No. 4—3 samples—Total solids

12.66, butter fat 4.00; 12.88, 4.30; 11.04,

3.40.

Dairy No. 5—no sample.

Dairy No. 6—2 samples—Total solids

14.98, butter fat 3.60; 12.24, 3.60.

Dairy No. 7—2 samples—Total solids

13.02, butter fat 3.80; 12.91, 3.30.

Dairy No. 8—3 samples—Total solids

13.09, butter fat 4.20; 10.37, 2.10; 12.85,

2.90.

Dairy No. 9—2 samples—Total solids

15.03, butter fat 5.10; 14.28, 3.90.

Dairy No. 10—4 samples—Total solids

10.64, butter fat 2.20; 13.76, 5.20;

11.84, 3.10; 12.41, 4.90.

Dairy No. 11—1 sample—Total solids

14.38, butter fat 4.00.

Dairy No. 12—no sample.

Dairy No. 13—3 samples—Total solids

12.32, butter fat 3.20; 11.25, 2.60;

11.58, 3.00.

Dairy No. 14—1 sample—Total solids

9.80, butter fat 2.10.

Dairy No. 15—2 samples—Total solids

11.92, butter fat 3.20; 10.24, 2.20.

Dairy No. 16—3 samples—Total solids

10.16, butter fat 2.40; 12.60, 3.60.

One sample sour, not analyzed.

Dairy No. 17—no sample.

Dairy No. 18—2 samples—Total solids

12.14, butter fat 3.20; 11.90, 3.10.

Dairy No. 19—4 samples—Total solids

7.49, butter fat 1.70; 12.81, 3.10;

12.00, 3.60. One sample sour, not analyzed.

Dairy No. 20—no sample.

Dairy No. 21—2 samples—Total solids

13.05, butter fat 4.10; 12.50, 3.90.

Dairy No. 22—no sample.

Dairy No. 23—2 samples—Total solids

12.27, butter fat 3.30; 14.40, 4.70.

Samples taken at dairies—1. From 5

cows, total solids 12.85, butter fat 2.90;

2. from 70 cows, 12.57, 3.60; 3. from 70

cows, 13.38, 3.60; 4. from 30 cows, 12.44,

4.00; 5. from 5 cows, 12.81, 3.10.

Samples taken on street 48, samples

taken at dairies 5; total 53.

Cases in District Court, September

—Manuel Rodriguez, adulterating milk,

ined \$25; Jo. Fernandez, adulterating

milk, fined \$50.

Average of street samples—Total

solids 11.95, butter fat 3.05.

Tomato catsups not reported in August—

Tomato Catsup, Gordon & Dell-

worth, New York, preservative, ben-

zoic acid; Modoc Catsup, California

Pure Food Company, 4 Oakland, Cal.,

salsic acid; Century Catsup, Suss-

man, Wormser & Co., San Francisco,

salsic acid; S. & W. Catsup, Suss-

man, Wormser & Co., San Francisco,

formalin (only small quantity).

Beers—Enterprise keg beer contains

salsic acid; Wieland keg beer con-

tains no salsic acid.

Miscellaneous samples—1. Fresh

cream, contains boric acid; 2. Roll

butter from California 75-cent roll (1 1/2

pounds), found to be genuine; 3. Pack-

age coffee marked Pure Old Kona, con-

tains chloxy (it was claimed that this

was packed before notice was given

dealers regarding mixtures); 4. tomato

soup, already reported.

Mineral Waters. Grains per Gallon.

Total

Solids: Chlorine, Salt

Shasta ..... 184.05 2.60 43.81

Bartlett ..... 171.15 2.10 3.45

Hiram ..... 141.05 48.80 79.55

Imperial ..... 195.3 52.50 86.46

Apollinaris ..... 219.5 89.60 147.57

Sauerbrunnen ..... 52.55 7.00 11.52

Duncan ..... 158.55 2.45 4.03

Napa ..... 67.55 1.40 2.30

Vichy ..... 408.55 18.90 31.12

White Rock ..... 155.05 27.80 44.98

No lead or copper contained in any

of these brands.

EDMUND C. SHOREY,

Food Commissioner and Analyst.

THE LAURADA WRECKED.

End of the Famous Blockade Runner and Fishbust.

SEATTLE, Wash., Oct. 15.—By the

United States revenue cutter Corwin,

which arrived here tonight, survivors

are brought of the steamship Laurada,

which lies a wreck in Zapadne bay,

passage to New Metlakatlah, where

thirty tons of lumber and fifty tons of

coal were put ashore. Thus lightened,

she proceeded to Dutch Harbor, which

was reached September 25. At Dutch

Harbor thirty sheep were landed.

The Laurada left Dutch Harbor Sep-

tember 26, encountering continued

stormy weather. On September 27 it

was discovered that a leak had been

started forward. This increased rapidly,

and soon it became evident the

pumps would not much longer keep the

vessel afloat. She began to gradually

settle by the head. The only hope of

safety now lay in reaching the Priby-

loff or Seal Islands, the southernmost

of which, St. George, is barely 225

miles from Dutch Harbor. At 3:30 p.

m. September 28 Captain White, after

having skirted the eastern shore of St.

George, and finding it impossible to

make a safe landing, ran the now

sinking Laurada ashore in the shallow

waters of Zapadne bay. The fire in

the lower grates had by this time been

extinguished by the rising sea waters,

and the stokers were wading in the

fire room up to their knees.

Governor L. ary is Rapidly Amer-

icanizing the Island of Guam—

Transport Leaves Tomorrow

(From Thursday's Daily.)

The United States army transport

Ohio is at Irmgard wharf with 300 sol-

diers and sailors, including a detach-

ment of the First Nevada Cavalry and

a number of officers from Manila, en-

route to San Francisco. She will re-

main here until Friday, taking on 400

tons of coal, and expects to leave that

afternoon.

The Ohio sailed from Hongkong Oc-

tober 2, the same day as the China, and

arrived at Guam October 11, remaining

there until the following day. At this

port Governor Leary and Lieutenant

Safford, Deputy Governor, both board-

ed the Ohio and reported everything

becoming Americanized there. Govern-

or Leary has issued proclamations in

regard to certain customs indulged in

by the inhabitants at variance with

United States laws. One proclamation

is aimed at polygamy, which has ex-

isted in Guam since time immemorial.

Some of the old patriarchs have quite

extensive harems. The time had about

expired when the Ohio sailed from

Guam for the settlement of these mar-

riage ties, and the divorce mill and







## SHIPPING INTELLIGENCE.

## ARRIVED AT HONOLULU.

Tuesday, October 24.  
Br. str. Carlisle City, Aiken, from Yokohama, Oct. 10: 200 tons merchandise, 702 Japanese immigrants.  
Am. str. China, Seabury, 10 days from Yokohama: 2 cabin and 38 Chinese and 496 Japanese immigrants in the steerage, and mds. to H. Hackfeld & Co.

Wednesday, October 25.  
Str. Australia, Houdette, from San Francisco, Oct. 18: 1,878 tons general merchandise, 172 passengers, to W. G. Irwin & Co.  
U. S. cruiser Newark, McCalla, from San Francisco, October 18.

Str. J. A. Cummins, Searle, 8 hrs. from Koolau.  
Br. str. Miowera, Hemming, from Sydney and Brisbane: Pass. and mds., to T. H. Davies & Co.

Str. Upolu, Henningsen, 16 hrs. from Koolau.  
Am. ship John A. Briggs, Balch, from Sydney, Aug. 26, to United States Government.

Thursday, October 26.  
Str. Waialeale, Green, from Hanalei, October 25: 1 box mds., 10 rails.

Am. sp. Chas. E. Moody, Woodside, from Norfolk, April 18: 2,350 tons coal to United States navy (by way of Cape of Good Hope).

## SAILED FROM HONOLULU.

Tuesday, October 24.  
Str. Kilauea, Freeman, Hilo.  
Str. Claudine, Cameron, Kahului.  
Str. Kilauea Hou, Kaunakakai.  
Schr. Ada, Nelson, Hanalei.  
Str. Noeau, Wyman, Honokaa.  
Str. Mauna Loa, Simerson, Kona and Kau.  
Str. Mikahala, Thompson, Makaweli.  
Str. W. G. Hall, Pederson, Nawiliwili.  
Str. Ke Au Hou, Mosher, Kaunakakai.  
Br. str. Carlisle City, Aiken, San Diego.

Wednesday, October 25.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Thursday, October 26.  
Str. Helene, Paauhau.  
Str. Kilauea Hou, Parker, Kaunakakai.  
Str. Molokai, Sachs, Kaunakakai.  
Am. bk. Ceylon, Willer, Puget Sound, in ballast.

Friday, October 27.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Saturday, October 28.  
Str. Helene, Paauhau.  
Str. Kilauea Hou, Parker, Kaunakakai.  
Str. Molokai, Sachs, Kaunakakai.  
Am. bk. Ceylon, Willer, Puget Sound, in ballast.

Sunday, October 29.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Monday, October 30.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Tuesday, November 1.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Wednesday, November 2.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Thursday, November 3.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Friday, November 4.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Saturday, November 5.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Sunday, November 6.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Monday, November 7.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Tuesday, November 8.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Wednesday, November 9.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Thursday, November 10.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Friday, November 11.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Saturday, November 12.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Sunday, November 13.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Monday, November 14.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Tuesday, November 15.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Wednesday, November 16.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Thursday, November 17.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Friday, November 18.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Saturday, November 19.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Sunday, November 20.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Monday, November 21.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Tuesday, November 22.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Wednesday, November 23.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Thursday, November 24.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Friday, November 25.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Saturday, November 26.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Sunday, November 27.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Monday, November 28.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

Tuesday, November 29.  
Str. China, Seabury, San Francisco.  
Str. James Makee, Tillet, Kapaa.  
Br. str. Miowera, Hemming, Victoria.

## PASSENGERS.

## Arrived.

From Yokohama, per str. China, Oct. 24.—For Honolulu: Miss M. L. Patterson, J. W. Butterworth, For San Francisco—Mr. and Mrs. N. Bents, H. Bancker, H. R. Bowe, E. J. Cowan, Mrs. O. K. Davis, W. Daland, E. Kline, J. E. Farrell, Mr. and Mrs. F. W. Noller, K. Fukushima, K. Gadelins, O. Godeffroy, J. A. Green, Lieut. J. Javal, John May, E. Kluge, H. Komada, Louis de Jose, J. R. McArthur, Dr. and Mrs. D. B. McCartee, R. W. Mordin, B. Novoa, J. P. O'Neill, G. W. Pease, W. Philman, Major L. L. Seaman, P. B. Sheldrake, Mrs. C. J. Smith, M. M. Treplonski, K. P. Vaughan-Morgan, F. L. Warren, R. H. Wright, Capt. and Mrs. W. H. Whiting and child.

From San Francisco per S. S. Australia, October 25.—C. Alberti, Signor Agretti, A. Allison, F. J. Amweg, Jr., Miss B. E. Amweg, Miss Grace Alwood, Miss Nellie Andrews, Miss Grace Bell, N. W. Bernard and wife, Geo. H. Best, Mrs. A. C. Blossom, L. C. Blossom, wife and son, Mrs. Dr. L. Bowman, Alan Brotherton, Mrs. J. G. Bryne, Miss Annie Cook, Miss N. Cook, J. H. Cummins, wife and child, H. Dickerman, Miss M. F. Dreyfus, G. B. Duncan and wife, Miss Alice Evans, Mrs. L. S. Fraser, Miss Lulu Fields, Miss Blanche Gale, W. F. Glover, Mrs. J. H. Godfrey and infant, Miss Katherine Goodrich, Henry Hallam, J. Hansman and wife, C. D. Hazelrigg, Jno. Henderson, Wm. Holden, Miss Daisy Howard, Alex. Joel, C. Kaiser, Arthur Keilm, Geo. Kunkel, Jno. Lawton, Miss — and Leckley, Miss Almee Leicester, E. Lindsy, F. H. Litchfield, Jr., G. Livingston, F. H. Loucks, Mrs. L. P. McIntyre, Miss Katherine McNeill, Mrs. E. G. Mansfield, Frank Maslin, Cal. Melvin, F. E. Nichols, J. H. Niessen, Miss Oakley, A. L. Parmley, Miss J. H. Parsons, Mrs. E. W. Peterson and child, R. C. A. Peterson, Mrs. H. Powell and child, Mrs. R. Pratt and two children, Miss Marian Rae, Miss L. M. Rankin, Lovette Rockwell, Eugene Rogers, B. F. Saylor, Chas. Schlesinger, Mrs. M. M. Scott, Miss J. G. Shearer, Sidney Spitzer, Miss Josephine Stanton, Miss N. Stevens, Mrs. A. Sullivan, Col. W. A. Thompson and wife, Mrs. Ulrich Thompson, Miss Julia Thorpe, W. B. Townsend, Chas. Van Dyne, Miss Cleo Vernon, C. von Hamm and wife, C. F. Wall and wife, Mrs. H. Waheze, Miss C. Walpert, Dr. H. C. Watt, C. P. Wilcox, S. W. Wilcox and wife, E. S. Willard, M. J. Weaver, C. M. Yerkes, Alex. Young and wife, Miss Young, Miss May Young.

From Brisbane and Sydney, per str. Miowera, Oct. 25.—C. Clayton, D. Ingersoll.  
From the Colonies, per str. Miowera, Oct. 25.—Miss Molloy, Miss Wynne, F. Riley, C. D. Cooper, J. Dunn, W. D. Birchall, Mr. and Mrs. Palmer, J. Bayes, T. T. Sisson, C. Ridgway and daughter, J. W. Collins, H. Rogers, Mr. and Mrs. Mull, L. Ahern.

## Departed.

For Maui ports, per str. Claudine, Oct. 24.—Kahului—W. H. Hoogs, Mr. Montgomery, Mrs. W. O. Smith, Mrs. Schrader, Theo. Richards, C. H. Jennings, Mrs. D. K. Kallalilli, R. W. Filler, J. Muir, Rev. U. H. Gulick, M. Glinze, Miss McLean, F. J. Wheeler, wife, 2 children and nurse, Mrs. Gilhus, Rev. D. H. Lahilahi, Hana—Scott Wright, J. S. McCandless.

For Nawiliwili, per str. W. G. Hall, Oct. 24.—C. M. Cooke, Miss G. Kopke, A. S. Riffe, C. Chock, Ah Chong, C. Harris, Mrs. H. K. Anohu, H. T. Sheldon, J. H. Coney, Au Hoy, R. Hank, H. Kapu.

For Makaweli, per str. Mikahala, Oct. 24.—Geo. C. Carter and wife, D. W. Anderson, H. P. Baldwin, Miss Whittington, J. T. McCrosson, W. O. Smith, W. M. Alexander, C. S. Holloway.  
For Lahaina, Kona and Kau, per str. Mauna Loa, Oct. 24.—T. Scott, R. D. Moler, Susan Elenoks, James W. Seoule, N. Kay, Mrs. E. Keulen, S. Murphy, Dr. Lindley, M. M. O'Shaughnessy, Mrs. H. Wiggins.

For Kaunakakai, Hilo and way ports, per str. Kilauea, Oct. 24.—Robert Rycroft, W. W. Green, Miss R. Dowsett, Miss E. H. Parke, Wm. Graham, A. Horner, M. Sato and wife, Becky Iihii, Nipo Iihii, J. A. Bicknell, Mrs. C. H. Kluegel, A. Wight and wife, Mele Kahai, Miss Kahai, Annie Ohia, Miss Hattie Taylor, Miss B. Taylor, Rev. C. A. Austin, Mrs. J. A. Ranton, Charles Hapal, W. H. Campbell, A. J. Campbell, Alfred Aanaue, J. W. Cathcart, W. H. Campbell, W. Spiller, G. Schumann, C. B. Gray, W. G. Walker.

For San Francisco, per str. China, Oct. 25.—Mrs. G. B. Jordan, Miss H. R. Jordan, Mr. and Mrs. H. St. Goar, Mr. and Mrs. J. C. Rana, Miss Lily Blum, Mrs. E. Lyon, Godfrey Brown, Capt. Matson, wife and child, M. M. Grossman, Miss Charlotte Hall, Mrs. T. G. Thrum, Miss Thrum, S. Parker, Alfred Carter, Bruce Cartwright, Bernard V. Forster, Mrs. Schaninger, Mrs. Renton, Mr. Arthur, G. F. Buley and wife, Dr. F. L. Talouay, G. R. Dennett, Mrs. F. M. Morgan-Ott, E. S. Moore, L. F. Prescott, G. M. Whitney, Mrs. Forethy, James O'Neill and 2 friends, W. T. Kinney.

The big steel ship Edward Sewall was launched from the yard of her builders, Arthur Sewall & Co., on October 3. The vessel is the thirty-eighth one of the fleet built by the Sewalls and is the fourth steel vessel constructed by the firm. The Edward Sewall is 350 feet over all, 45 feet beam and 37 feet deep. The ship is especially adapted for the grain trade between San Francisco and Liverpool and the sugar trade of Hawaii. Her official measurements have not been made yet, but she is expected to carry nearly 6,000 tons.

Ed. Benner, who has been for years in charge of the household department for Castle & Cooke and the Pacific Hardware Company, goes to H. Waterhouse & Co. on November 1 to take charge of the insurance and office supply departments. Mr. Benner is one of the best-known and most popular salesmen in the city.

Captain McCalla of the Newark called on President Dole at the Executive building yesterday morning. He was accompanied by Cadet Charles E. Courtney of the same ship.

The Honolulu Stock-Yards Company was busy all day yesterday hauling a large consignment of handsome vehicles from the Irmgard wharf to their new exhibition rooms, corner South and King streets.

The Canadian-Australian liner Aorangi is due from Victoria tomorrow. The bark Ceylon sailed for Puget Sound yesterday. She will return with a cargo of coal.

It is said that Captain Anderson of the Lucile will shortly take charge of another ship now in this port.

The steamship Thyra is advertised in Yokohama to sail November 10 for Honolulu, San Francisco and San Diego.

The bark McNear is offered for sale for \$10,000 by Captain Peterson. She is about twenty years old and was thoroughly overhauled seven years ago.

## WHARF AND WAVE.

The Canadian-Australian liner Aorangi is due from Victoria tomorrow. The bark Ceylon sailed for Puget Sound yesterday. She will return with a cargo of coal.

It is said that Captain Anderson of the Lucile will shortly take charge of another ship now in this port.

The steamship Thyra is advertised in Yokohama to sail November 10 for Honolulu, San Francisco and San Diego.

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The boiler of the steamer Kaula has been taken out and she is undergoing general repairs at the old Fishmarket wharf. Captain Bruhn is now in charge of the steamer Kiloheana.

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SAN FRANCISCO, Oct. 16.—The British steamer Westminster, Captain Petrie, newly chartered by the Government, arrived from Newcastle, New South Wales, yesterday and anchored off Lombard-street wharf. She was thirty-one days on the passage and brought 1500 tons of wool. She will be placed on the Union Iron Works dry dock and refitted to carry horses to the Philippines.

SAN FRANCISCO, Oct. 15.—There is great anxiety in shipping circles concerning the overdue vessel, none of which was heard from yesterday. The Charles E. Moody, out 179 days from Norfolk, Va., for Honolulu, is causing the greatest uneasiness, which is evidenced by her quoted reinsurance at 45 per cent on the risk. It is known that she was rounding the Horn at about the time the Cyrus Wakefield was damaged by storm, but her owners fear fire most of all.

A corporation has been formed under the name of Flint, Dearborn & Co., to take over the lines of vessels heretofore operated by Flint & Co. and Dearborn & Co., from New York and Philadelphia to the Pacific Coast ports, with offices in the Bowling Green building, No. 11 Broadway. This company will also be general agents for the American-Hawaiian Steamship Company, which is now having built four full-powered steamers for the trade between New York, San Francisco and Honolulu.

The overdue ship Chas. E. Moody, 191 days from Norfolk, with coal for the United States navy, is anchored in Naval Row near the lighthouse, having arrived in trim condition by way of the Cape of Good Hope. After passing Cape St. Roque, on her way south, Captain Woodside found westerly winds and fair sailing by way of Cape Good Hope. On board is a crew of Japanese, which no doubt determined Captain Woodside to take this course. The ship is in first-class shape and the whole appearance of the Moody reflects credit on her master. The decks are clean and everyone on the waterfront is praising the conduct of Captain Woodside on his wise course. Re-insurance on the Moody went up 50 per cent last week in San Francisco.

## VESSELS EXPECTED.

Vessel. Due in October. From.  
H. C. Wright, Am. sch. (via Kilauea) . . . . . S. F.  
Mauna Ala, Haw. bk. . . . . S. F.  
J. D. Spreckels, Am. bk. . . . . S. F.  
Archer, Am. bk. . . . . S. F.  
Aloha, Am. sch. . . . . S. F.  
Kilauea, Br. bk. . . . . London  
Albany, Ger. bk. . . . . Westport  
Lous, Am. sch. . . . . Nitrate ports  
City of Adelaide, Br. bk. . . . . Newcastle  
King Arthur, Br. ship . . . . . Newcastle  
Nokomis, Am. sch. . . . . Pt. Gambel  
County Merioneth, Br. bk. . . . . Liverpool  
Mary Winkelman, Am. bk. . . . . Newcastle  
John A. Briggs, Am. sch. . . . . Newcastle  
Dus in November.  
Paul Isenberg, Ger. bk. . . . . Newcastle  
Osway, Am. bk. . . . . New York  
Hollywood, Br. bk. . . . . Antwerp  
Nuanau, Haw. bk. . . . . New York  
Due in December.  
Henry B. Hyde, Am. sch. . . . . Dec.  
Conway Castle, Br. bk. . . . . Liverpool  
Poseidon, Br. sch. . . . . Liverpool

CHARTERED FOR ISLAND PORTS.  
Novelty, Am. sch. . . . . Newcastle  
Hawaiian Isles, Haw. ship . . . . . Newcastle  
Errol, Br. ship . . . . . Newcastle  
Liamie Vance, Am. sch. . . . . Newcastle  
Wm. Bowden, Am. sch. . . . . Newcastle  
Wm. Carson, Am. bktn. . . . . Newcastle  
J. L. Stanford, Am. bktn. . . . . Newcastle  
Newshoy, Am. bktn. . . . . Newcastle  
Seminole, Am. bk. . . . . Newcastle  
Woolahara, Br. bk. . . . . Newcastle  
Dominion, Br. bk. . . . . Newcastle  
Great Admiral, Am. sch. . . . . Newcastle  
Golden Shore, Am. sch. . . . . Newcastle  
Solweig, Nor. bk. . . . . Newcastle  
Wm. Carson, Am. bktn. . . . . Newcastle  
Alex. McNeil, Am. bk. . . . . Newcastle  
Star of France, Haw. sch. . . . . Newcastle  
Cardigan, Am. sch. . . . . Newcastle  
Adderly, Br. bk. . . . . Newcastle  
Inverness shire, Br. sch. . . . . Newcastle  
Oceania Vance, Am. sch. . . . . Newcastle  
Robt. Budden, Am. bktn. . . . . Newcastle  
Chehalis, Am. bktn. . . . . Newcastle  
Sonoma, Am. bk. . . . . Newcastle  
Gulf Stream, Br. bk. . . . . Newcastle  
Beechdale, Am. bk. . . . . Nitrate ports  
St. Katherine, Am. bk. . . . . New York  
W. F. Babcock, Am. ship . . . . . New York  
H. C. Wright, Am. sch. . . . . Tacoma  
Metha Nelson, Am. sch. . . . . Tacoma  
Geo. C. Perkins, Am. bk. . . . . Tacoma  
R. W. Bartlett, Am. sch. . . . . Gray's Har.  
Columbia, Am. sch. . . . . Gray's Har.  
Thos. S. Negus, Am. sch. . . . . San Diego

The Honolulu Stock-Yards Company was busy all day yesterday hauling a large consignment of handsome vehicles from the Irmgard wharf to their new exhibition rooms, corner South and King streets.

The Canadian-Australian liner Aorangi is due from Victoria tomorrow. The bark Ceylon sailed for Puget Sound yesterday. She will return with a cargo of coal.

It is said that Captain Anderson of the Lucile will shortly take charge of another ship now in this port.

The steamship Thyra is advertised in Yokohama to sail November 10 for Honolulu, San Francisco and San Diego.

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## THE BARK WILNA

## On Fire While Docked at Tacoma.

## Tacoma.

## The Vessel and Three Hundred Thousand Feet of Lumber a Total Loss.

TACOMA, Wash., Oct. 17.—In some mysterious manner the bark Wilna, Captain Slater, caught fire tonight about 8 o'clock while lying at the long dock of the St. Paul & Tacoma Lumber Company. All efforts to put out the fire proved unavailing and at midnight the Wilna lies in midstream a mass of flames. She will be a total loss. Her value is estimated at \$35,000.

It is supposed the fire originated in the galley. Before 9 o'clock the flames burst out above deck and the city was aroused by the repeated whistlings of the tugs Fairfield and Favorite, which hastened to the burning vessel's assistance. The Wilna had been fastened to the mill wharf bow foremost, with an anchor out over her stern. The tugs at first attempted to put out the fire with small streams of water from their pumps. This proved futile despite the assistance of the crews of two lumber schooners lying near.

About 9:30 the flames had gained such headway that the Wilna was cut loose from the wharf and hauled out into the stream, where she lay at anchor. The dock where she was loading is a mile from the sawmill and is reached by a narrow wharf over which it was impossible to haul a fire engine. It being at extreme low tide it was also impracticable to load fire engines upon scows. An effort was made in this direction, but it was found that the only available scow was fast on the tide flats and could not be moved until the tide came in.

Fire Department officials speedily sent word to Captain Slater and tugs that the Fire Department would be able to extinguish the fire if the Wilna was hauled to the Ocean dock, where half a dozen fire engines could throw streams into her from shore. This move was not attempted, apparently because it was feared the burning ship would set the warehouses on fire if towed in shore. She was accordingly left to burn.

The Wilna is owned in San Francisco. She left that port September 15 for Tacoma to load 200,000 feet of lumber for Sydney under charter to Charles Nelson & Co. She had 300,000 feet of lumber in her hold.

At the Opera House last night there was a very large audience to witness the production by the Clay Clement Company of "The New Dominion." The play throughout went smoothly and without any of the tedious waits between acts which so characterized the first night's production. In his delineation of the character of the Baron, Mr. Clement fairly excelled himself, and his every appearance on the stage was a signal for loud applause while curtain calls were responded to at the close of each act. Miss Foltz and Mrs. Clement acquitted themselves excellently and the entire company fulfilled all expectations.

On Saturday evening the Clay Clement Company will conclude their season with the production of "Hamlet," with Mr. Clement as the melancholy Dane, supported by the full strength of the company. In speaking of Mr. Clement's interpretation of "Hamlet," the Detroit Free Press says:

"Mr. Clement's readings indicate intellectual penetration and grasp. He copies nobody's mannerisms and he borrows nobody's ideas, but his Hamlet more resembles Fletcher's than that of any other player in mind, in the sense that it is, in most of its aspects, natural and human, with very little in it that is merely theatrical. His delivery of the soliloquies is characterized by that kind of perfection which has been described as 'thinking aloud.' One of the great charms of his elocution is variety; while superior command of himself is habitually shown in the gradations by which he approaches a climax. In this respect he is like the far-seeing architect who lays a solid foundation for an imposing superstructure; and it is thus that he impresses upon the spectator a sense of the enduring and massive character of his work. This means especially that he is provided with that indispensable part of a great actor's equipment—reserve force."

MOVEMENTS OF STEAMERS.  
Steamers due and to sail today and for the next six days are as follows:

ARRIVE.  
From. Due.  
Kilauea—Hilo . . . . . Oct. 25  
Kilauea Hou—Kaunakakai . . . . . Oct. 25  
Mokoli—Mokoli . . . . . Oct. 25  
Aorangi—Victoria . . . . . Oct. 25  
W. G. Hall—Kauai . . . . . Oct. 29  
Claudine—Kahului . . . . . Oct. 29  
Gaelic—S. F. . . . . Oct. 31  
Doric—Yokohama . . . . . Oct. 31  
Moana—S. F. . . . . Nov. 8  
Hongkong Maru—S. F. . . . . Nov. 8  
Upolu—Kohala . . . . . Nov. 8

DEPART.  
Steamers for. Sails.  
Upolu—Kohala . . . . . Oct. 27  
Aorangi—Sydney . . . . . Oct. 28  
Mokoli—Mokoli . . . . . Oct. 30  
Kilauea Hou—Kaunakakai . . . . . Oct. 30  
W. G. Hall—Kauai . . . . . Oct. 31  
Kilauea—Hilo . . . . . Oct. 31  
Claudine—Kahului . . . . . Oct. 31  
Gaelic—Yokohama . . . . . Oct. 31  
Doric—S. F. . . . . Oct. 31  
Moana—Sydney . . . . . Nov. 8  
Hongkong Maru—Yokohama . . . . . Nov. 8  
Mauna Loa—Kona . . . . . Nov. 8

A big fleet of transports from San Francisco for Manila will be in port on Sunday.

## IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, HAWAIIAN ISLANDS.—[Stamps]

## Samuel M. Damon et al., trustees under the will of B. P. Bishop, deceased, vs. J. M. Dowsett, administrator of the estate of J. I. Dowsett, deceased, and sixteen others.—At Chambers.

The Republic of Hawaii to the Marshal of the Hawaiian Islands, or his Deputy, Greeting:

You are hereby commanded to summon J. M. Dowsett, administrator of the estate of J. I. Dowsett, deceased, Phoebe Makee Raymond, J. H. Raymond, Edward Dowsett, Mary Parish, Z. Parish, Alexander Dowsett, Annie Brenham, R. B. Brenham, Elizabeth J. Parker, David A. Dowsett, Rowena Dowsett, Samuel Dowsett, Marion C. Dowsett, Genevieve Dowsett, Madeline Dowsett and Annie Dowsett, defendants, to appear ten days after service hereof, if they reside on the island of Oahu, otherwise twenty days after service, before such judge of the Circuit Court of the First Circuit as shall be sitting at Chambers in the courtroom at the Judiciary building, in Honolulu, Island of Oahu, to answer the annexed bill to foreclose mortgage and for a receiver, of Samuel M. Damon and four others, trustees under the will of Bernice P. Bishop, deceased, and have you then and there this writ with your return thereon.

WITNESS the First Judge of the Circuit Court of the First Circuit, at Honolulu, Oahu, this 13th day of June, 1899.  
GEORGE LUCAS, Clerk.

I hereby certify the foregoing to be a true copy of the original summons in said cause, and that said court ordered that service be made upon said non-resident defendants, Marion C. Dowsett, Genevieve Dowsett and R. B. Brenham, by publication of the same, and continuance of the hearing of said cause until the 30th day of January, A. D. 1900, at 10 o'clock in the forenoon.

Honolulu, October 24, 1899.  
GEORGE LUCAS, Clerk.

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of S. R. Hapuku, late of Lihue, Kauai, Deceased Intestate.

The petition of Mele Hapuku having been filed, alleging that said S